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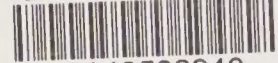
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ASHEVILLE

CITY PLAN

2010



2010 ASHEVILLE CITY PLAN

Asheville, North Carolina

*Proposed by the Citizens of Asheville
Prepared by the Asheville City Planning Department*

2010 ASHEVILLE CITY PLAN

W. Louis Bissette, Jr.
Mayor

Asheville City Council

Mary Lloyd Frank, *Vice Mayor*
Wilhelmina B. Bratton
Walter R. Boland, Ph.D.

Kenneth M. Michalove
Norma T. Price
George M. Tisdale

Douglas O. Bean
City Manager

Verl R. Emrick, Jr.
Planning Director

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William Frue, *Vice Chairman*
Walter Boland
Wilhelmina Bratton
John Broadbooks
Alfred Canon
John Cort
Sonya Friedrich
Doris Friend
Ben McKenzie
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IN MEMORIAM
Edmond Burke, Sr.
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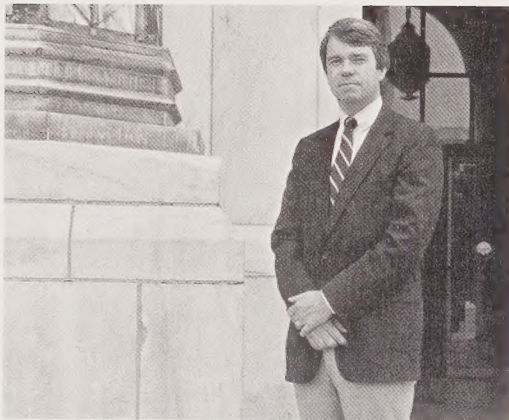
CITY



OF ASHEVILLE

ASHEVILLE, NORTH CAROLINA

Asheville City Council



Dear Asheville Residents:

The adoption of the **2010 Asheville City Plan** is an exciting event. Presented in this document is a plan for guiding the future growth and development of our City.

On behalf of the Asheville City Council I would like to thank the members of the "**Alternatives for Asheville**" Committee for the hard work and many hours which they put into the completion of this Plan. I would also like to thank the citizens of Asheville for their interest in and contributions to this community-wide effort.

With the adoption of this plan we as a community are declaring a renewed commitment to the future. As we move toward the year 2010 let us work together to keep Asheville a vibrant and progressive City.

Very truly yours,


W. Louis Bissette, Jr.,
Mayor

WLBJR/JC/bw

CITY



OF ASHEVILLE

ASHEVILLE, NORTH CAROLINA

OFFICE OF
CITY MANAGER

To The Citizens of Asheville:

I am pleased to present to you the **2010 Asheville City Plan**. This Plan is intended to serve as a comprehensive policy guide for the development of the City over the next twenty-five years.

The 2010 Asheville City Plan presents a common agenda for our community, an agenda developed over the past two years with input from thousands of area residents. The Plan presents an exciting vision of what our City is, and can be, with the development of a vital Downtown, the provision of efficient and high quality public services, the protection of our unique environmental setting, the stimulation of a healthy and vibrant economy, and the preservation of Asheville's exceptional quality of residential life.

To realize these goals, the community must now commit to the implementation of the strategies presented in the Plan. Several of these strategies are already being addressed by City Council and staff. With this plan as a guide, we can continue to move forward to address the issues confronting our community and to make Asheville a better place in which to live.

Sincerely,

Douglas O. Bean
City Manager

DOB/gp 2



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COMPREHENSIVE PLANNING PROCESS

NE of the greatest satisfactions in doing any sound work for an institution, a town, or a city, or for the nation is that good work done for the public lasts, endures through generations, and the little bit of work that any individual of the passing generation is enabled to do gains through association with such collective activities an immortality of its own. - - - -

Charles W. Eliot.

From the
"Asheville City Plan"
by John Nolen, 1922.

2010 ASHEVILLE CITY PLAN

ASHEVILLE CITY PLANNING

The 2010 Asheville City Plan is an official public planning document adopted by the Asheville City Council as a long-range advisory guide addressing the general, social, economic and physical development of the community over the next twenty-five years. The essential characteristics of the Asheville City Plan are that it is comprehensive, general and long-range.

'Comprehensive' indicates that the plan encompasses all areas of the community and all functional elements which bear on the physical development of the City. 'General' implies that while the plan does indeed summarize policies and proposals it does not develop detailed regulations implementing such proposals. 'Long-range' conveys that the plan looks beyond the present day issues and anticipates the problems and possibilities the City will be facing for the next twenty-five years.

The 2010 Asheville City Plan is one of several principal components in the planning process for the City. It provides a framework for short and long range planning, scheduling, ordinance development and budgeting. Other components such as the Capital Improvement Plan, project plans, the Zoning and Subdivision Ordinances and the Annual Budget are presented in separate documents and require separate action by the City Council.

It is the intent of the City Council to provide a review of the 2010 Asheville City Plan every two years and to make necessary amendments as needed. This revision process recognizes that conditions will change, knowledge will expand, and future policies may take different shapes. Deletions and additions of facts

and priorities will be incorporated into the review process.

A planning staff member(s) will direct and monitor the ongoing review process for the 2010 Asheville City Plan. An Advisory Committee (to the Planning and Zoning Commission) will be appointed to continually monitor and review the 2010 Asheville City Plan by way of meeting with appointed commissions and presenting status reports on implementation. It is the intent of the City Council to provide for citizen participation in the continuing process of reviewing, revising and improving the Plan.

The submittal (to the Advisory Committee) of annual reports by appointed boards/commissions on their progress in meeting goals in the 2010 Asheville City Plan will be required. In addition, an awards program recognizing individuals, commissions, etc., responsible for achieving objectives set forth in the 2010 Asheville City Plan will be established. Included as a part of the rezoning petition and group development review process will be the determination of compatibility with the 2010 Asheville City Plan.

In addition to the review process, it is anticipated that the on-going planning process will include the preparation of major additions to the 2010 Asheville City Plan. These include, but are not limited to, specific neighborhood plans, housing plans, community development strategies and additional downtown development planning.

The 2010 Asheville City Plan uses the Asheville Area Transportation Study Boundary as the basis for comprehensive planning, in all but the southern areas. In 1983, annexation to the south of the City came close to the transportation study boundary line, thus a need did arise to expand the comprehensive

planning boundary in that direction. Even though the focus for the 2010 Asheville City Plan will concentrate on existing City boundaries, future planning will transcend these boundary lines in certain areas as needed. It must be noted that the Asheville City Planning boundary line is not a zoning jurisdiction line.

PAST PLANNING EFFORTS

The first plan developed for the City of Asheville was prepared in 1922 by the well-known urban planner, Dr. John Nolen. The plan was intended to be a "groundwork of ideas tentatively designed to improve existing situations in Asheville and largely control the future growth of the City." The plan set forth major transportation and parkway plans, development plans for downtown Asheville, and recommendations for the siting of single-family and multi-family dwelling units. Although some of the elements of the Nolen plan were undertaken by the City, a number of his long-range proposals were not immediately incorporated and, as with many things in Asheville, they were effectively halted during the depression years.

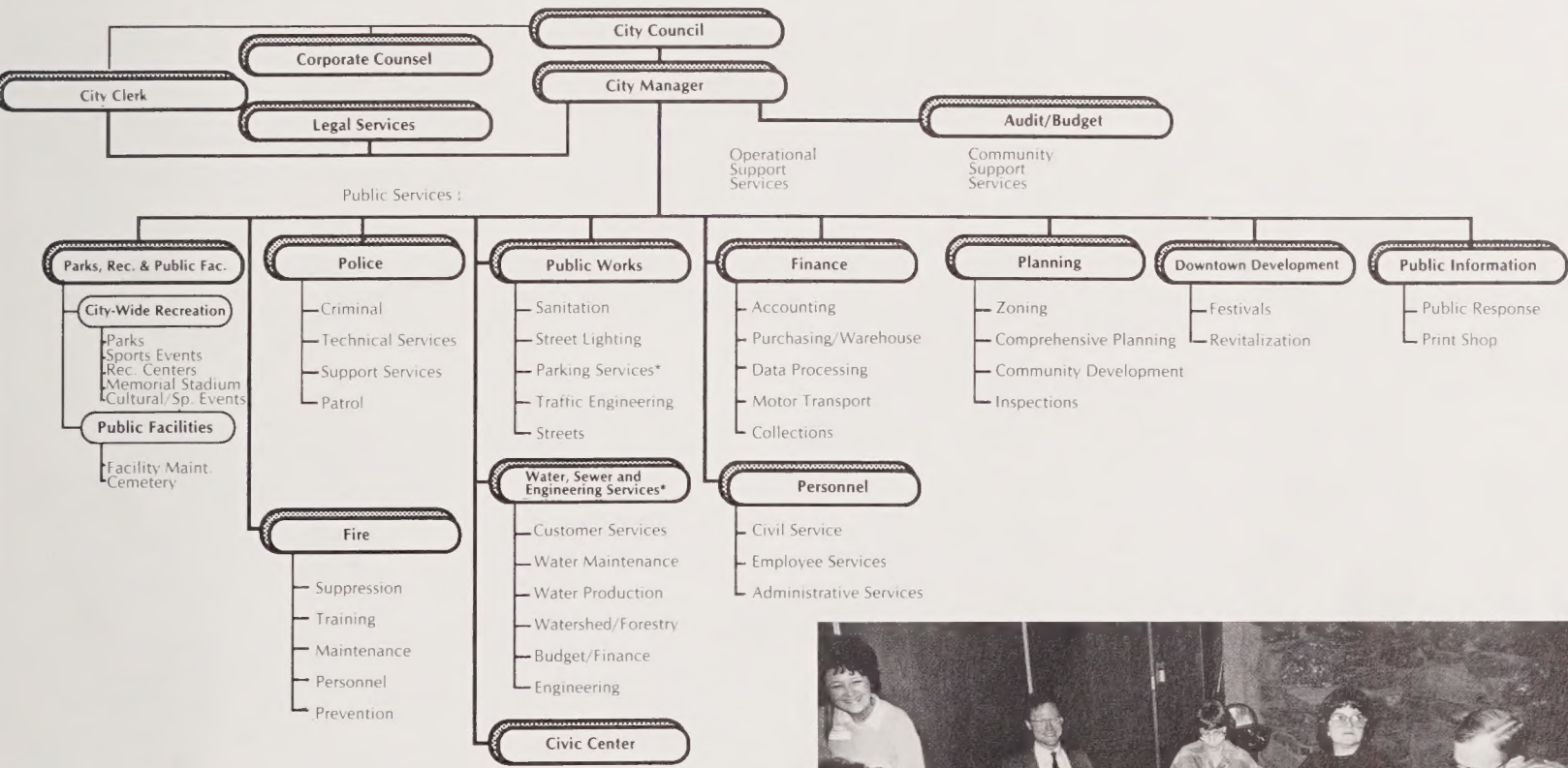
Beginning in 1948 with the adoption of a zoning ordinance, land use planning in the City of Asheville was once again addressed. The constitution of a full-time planning staff and a Metropolitan (Asheville-Buncombe County) Planning Board in the 1950s established a continuing planning process for the City. This Planning Board and the City of Asheville's Planning and Zoning Commission and Planning Department — which were formed upon the dissolution of the Metropolitan Planning Board in 1974 — have over the past twenty-five years, continuously been involved in a variety of long and short-range planning efforts. The plans resulting from these

efforts have usually addressed specific areas such as water and sewer, recreation, transportation, or downtown development. In 1977, a City land use plan was prepared by the planning staff. However, until the development of the 2010 Asheville City Plan, these various plans had never been combined under one document. The 2010 Asheville City Plan, as previously stated, encompasses all areas and functional elements of the City ■

“ALTERNATIVES FOR ASHEVILLE”: A CITIZEN’S PLAN

The “Alternatives for Asheville” planning process originated from a desire to involve the entire Asheville Community in the development of the 2010 Asheville City Plan. The strategy for realizing this involvement included a multi-level

process. First, a Steering Committee comprised of three members of the Asheville City Council and four members of the Asheville Planning and Zoning Commission were appointed by the Mayor to help direct the planning process. The next step was to involve the leadership of the community in the process. The “Alternatives for Asheville” Committee was formed in April 1985 to assist the Steering Committee and staff in the



CITY ORGANIZATIONAL CHART

* Enterprise Funds
June 30, 1987



2010 ASHEVILLE CITY PLAN

development of the plan. In choosing this Committee, the City Council looked to over 180 civic organizations, neighborhood planning groups, professional associations, governmental committees and business organizations to identify individuals representing a wide variety of community interests. These organizations were asked to appoint a representative to serve on the Committee.

The total membership of the "Alternatives for Asheville" Committee reached 140 members and included staff resource people from various agencies including the County Planning Department, the Land-of-Sky Regional Council, the Chamber of Commerce, the Metropolitan Sewage District and the State Department of Natural Resources and Community Development. The Committee began immediately to organize a series of large public meetings in order to obtain broad-based citizen input for the 2010 Asheville City Plan.

Six community meetings were held throughout the City in June of 1985 to solicit public comments. Over 1,200 citizens attended the meetings and numerous suggestions were recorded. Each citizen in attendance signed a blank paged book entitled "The Asheville City Plan". In doing so, they became authors of the plan and their names appear in the back of this document.

After the initial six meetings, the "Alternatives for Asheville" Committee divided into five sub-committees to organize the comments from the public meetings and to begin to prepare preliminary goals and strategies. The sub-committees were: Land Use, Environmental Resources, Economic Resources, Human Resources and Public Services and Facilities. All comments made at the Community meetings were condensed into a widely circulated booklet.

Recognizing that issues expressed dur-

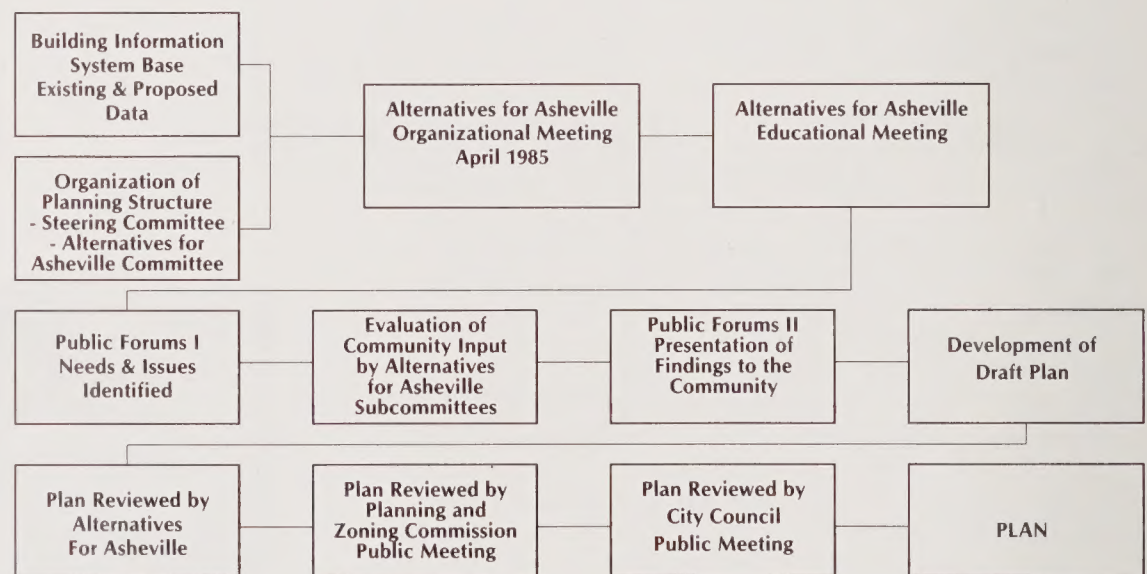
ing the first round of public meetings needed to be further discussed and defined, a second series of public meetings was held in March of 1986. The objective of the Committee in holding these meetings was to elicit detailed responses on the presented topics. The future placement of commercial, industrial and residential growth and the preservation and reuse of land and water resources were among many issues discussed. The Planning Department produced a video presentation, shown during the community meetings, providing various illustrated land use options that should be addressed in a comprehensive plan.

A Citizen Survey Sheet was developed in connection with the video and distributed at the second series of public meetings. The Citizen Survey covered a

variety of topics including zoning issues, choices for the placement of future growth and environmental planning issues. The video and survey were made available to the public and in the course of two months, 1,300 people participated in this opportunity to provide input to the Plan. All the comments received were considered during the development of a draft Plan, completed in 1987.

Additional "Alternatives for Asheville" Committee meetings and Steering Committee meetings were held to review the Plan. The Planning and Zoning Commission, during town meetings recommended the Plan to the Asheville City Council, which after formal public hearings, adopted the 2010 Asheville City Plan.

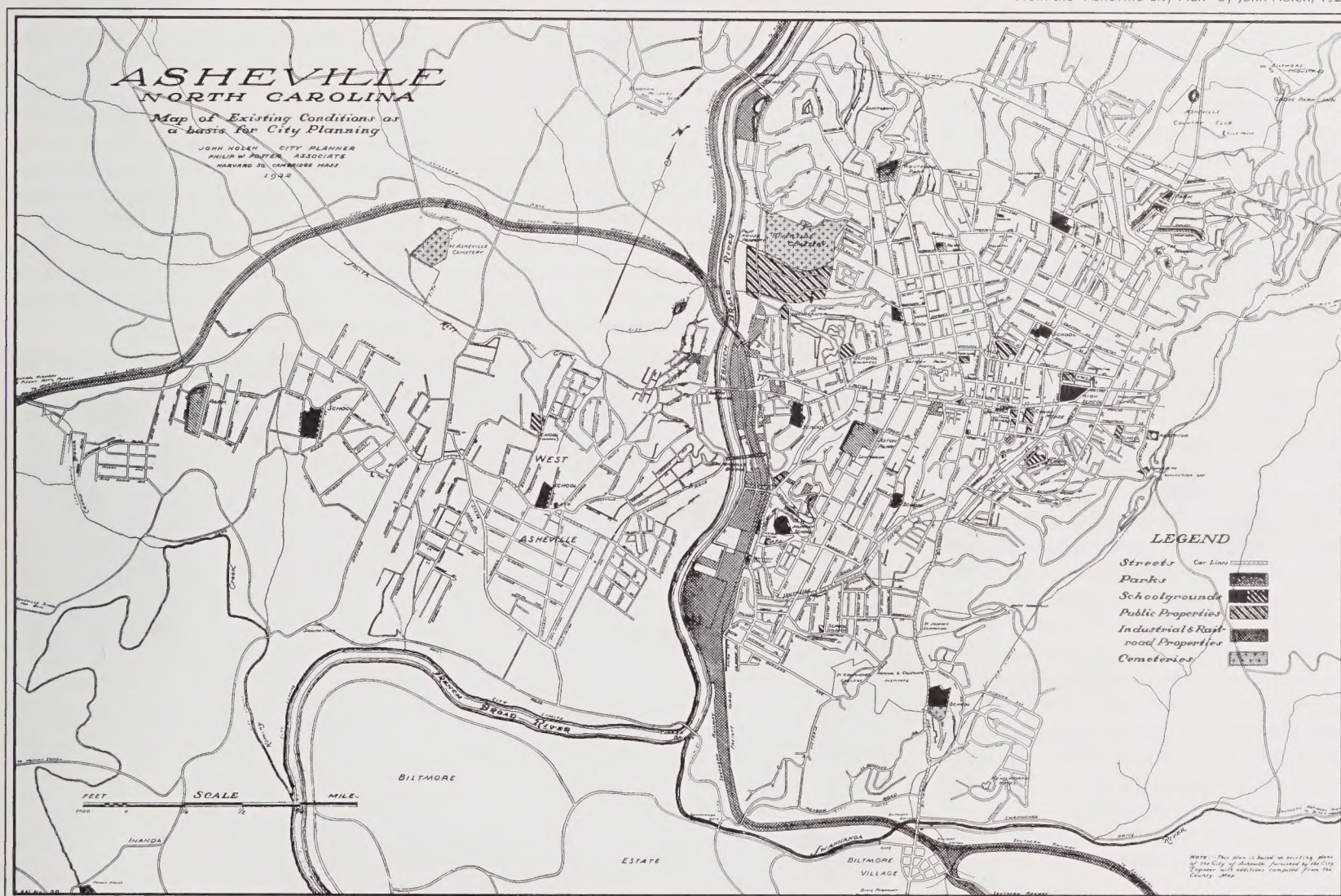
The flow chart below illustrates the steps of the Planning Process ■



ASHEVILLE COMPREHENSIVE PLAN PROCESS

HISTORICAL GROWTH AND ENVIRONMENTAL FACTORS

From the "Asheville City Plan" by John Nolen, 1922.



2010 ASHEVILLE CITY PLAN

HISTORICAL GROWTH

(Adapted from "How Shall We Grow" — 1970 publication of the Asheville-Buncombe County Metropolitan Planning Board)

The City of Asheville began as an 18th Century, Western North Carolina cross-roads — a place for settlers to barter and trade — which developed into the small village of Morristown. Located at the intersection of the Swannanoa and French Broad Rivers, the village became a thriving trading post and resort area. It was later renamed Asheville and received its City Charter in 1883.

Of great importance to the initial growth and economic generation of Asheville was the coming of the railroad in the 1880s. The population of the City rose from 2,616 persons in 1880 to 10,235 persons in 1890 due largely to the development of industries and local resorts made possible by railway access. Supporting commercial services grew in proportion and soon the fame of Asheville's climate, health resorts, and beauty drew national and international acclaim.

After the turn of the century, Asheville continued to experience a steady increase of population and construction based on tourism and health related trades. Many paved roads, a new water system, a new City auditorium, and a new passenger depot were all a part of Asheville entering the 20th Century. The chief manufacturing employers in Asheville at that time were a cotton mill, tannery, ice factories, woodworking establishments, and other small factories. These industries were principally located along the river which supplied the necessary power, water supply and access to rail transport.

In 1917, the greatest corporate limits expansion in the history of Asheville resulted in the annexation of West

Asheville, drawing the two sister cities together as one municipality. This annexation was the second major expansion for Asheville in the early 1900s, following a lesser expansion of the City limits in 1910.

During the ten year period of the twenties, Asheville's population grew from 28,504 to 50,193 with most of the growth occurring in the latter half of the twenties. In the mid-twenties, centering on 1926, great strides were made in civic development. Included among the buildings constructed during this time were: Pack Library, the City Garage, and the City Building. Plans were also underway for the development of the joint City-County Beaucatcher Tunnel.

The first plan for the City of Asheville, written by Dr. John Nolen in 1922, was adopted by the City in 1924. Some of the Nolen plans for an improved transportation system and an increase in civic, educational, and recreational facilities to meet existing needs were undertaken,

yet many of the long-range proposals for zoning and subdivision controls, water and sewer extension policies, and the employment of a workable, enforceable planning process were not immediately incorporated or enforced. The absence of such plans, coupled with the financial setbacks of the great depression, sent Asheville into a period of virtual dormancy after 1929. Between 1928 and 1948, the population of Asheville grew by only several thousand. Relatively little construction was undertaken and few improvements to existing utilities and streets were made during this time.

Beginning in the late 1940s, however, with the increased flow of federal and state money into the region and the growing interest in revitalizing the area, Asheville began its drive toward renewed prosperity. For a period beginning in 1948 and continuing into the early 1960s, major improvements and changes were made in Asheville as increased emphasis was placed on the improvement of the



deteriorating environment of the City. In 1960, for the first time since 1917, Asheville made a major extension of its corporate limits. With this new increase in total land area, the population grew from 53,000 in 1950 to 60,192 in 1960, an increase due entirely to the City's physical extension.

Over the next two decades, the population of the City of Asheville experienced a steady decline in numbers. This decline was due, in large part, to the growth of industry and development in the county and the movement of people to this industry and development. The City's population did, however, increase from 53,583 in 1980 to 59,056 in 1983 due to a number of annexations occurring to the east and west of the City and a large annexation to the south. Presently, in 1987, the City of Asheville covers approximately 29.75 square miles in which an estimated 61,818 people live. Two incorporated towns and one large private landholding, the Biltmore Estate, greatly influence the shape of Asheville. [See Influences on Development Map.] ■

ENVIRONMENTAL FACTORS

SOIL CONDITIONS

Within the City limits of Asheville, two general soil associations are found. According to the United States Department of Agriculture Soil Conservation Service, the Hayesville-Fannin-Braddock association comprises the largest percentage of land. The soil group is well drained and gently slopes up to steep loamy subsoils on area ridges and sideslopes of low mountain areas at elevations below 3500 feet. The Saluda-Evard association which is found in the northeast and southeast areas of the City, is well-drained soil with moderately steep

to very steep soils with loam subsoils atop the ridges and sideslopes of mountainous areas below 3500 feet.

Recently, the Soil Conservation Service evaluated the thirteen specific soil units within the City of Asheville and rated each soil unit according to its limitations and restrictive features. Each of the soil units were given a slight, moderate, or severe limitation rating based on their capability to support the following uses; local roads and streets, dwelling units, absorption fields for septic tanks and any shallow excavations. A slight rating identifies soil properties favorable for each of these specific uses. Those with a moderate rating had limited conditions for development which could be overcome by specific planning. A severe limitation rating was given to soils found unfavorable for the specific uses but those of which could be improved through costly soil reclamation and special planning.

A soils map for the City of Asheville has recently been prepared by the Soil Conservation Service noting those areas of a severe nature including areas of: steep slope; steep slope and shallow depth to rock; areas where steep slope and cutbanks cave easily; areas susceptible to flooding and wetness; flooding, wetness and cutbanks which cave easily; flooding, wetness, and cutbanks which cave easily and soil which filters poorly; and low soil strength. [See Soils Restrictive to Development Map.] In 1986, a hillside ordinance for the entire City was adopted regulating residential group developments at elevations on or above 2,220 feet above mean sea level. The ordinance encompasses much of aforementioned soil areas with severe limitations to development. [See Influences on Development Map.]

TOPOGRAPHY

Located in the midst of mountain ranges — the Blue Ridge, Great Craggies and Black Mountains on the east and the Great Smoky Mountains, chain of the Appalachians, on the west — the City of Asheville contains elevations which range from 1900 to 2900 feet above sea level. The City of Asheville is also located at the confluence of the French Broad and Swannanoa Rivers, near the center of the French Broad River Basin. The topographic character of the City is composed of wide and often abrupt variations due to ravines created by drainage courses which lead from the higher elevations to the rivers.

VISUAL QUALITY

Asheville's natural scenic beauty is attributed to its location and spectacular mountain ranges. The majestic beauty of these wooded mountains dominates views in and around the City. Panoramic views of the more developed and fertile valley floors are attained from the upper mountain elevations. Such views are woven together with dramatic rock outcroppings and mountain lakes fed by clear, mountain streams. The variety of colors and patterns of the valleys and mountains change with each of the four distinct seasons which occur in this region. The inspiring scenic beauty of Asheville attracts thousands of residents and tourists nationwide throughout the year.

CLIMATE

Throughout its history, Asheville's unique climate has been a major attraction. With a mean annual temperature of 56.1 degrees, Asheville maintains year round temperate conditions. The average temperature for July and August is 73 degrees while the coldest month

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of the year, January, has an average of 37.2 degrees. The National Climatic Center located in downtown Asheville records the annual precipitation for Asheville at 38.36 inches. Although area snowfall is heavy in the higher surrounding elevations, Asheville usually experiences one or two-inch covers. Shielded by the surrounding mountain ranges, the City is rarely affected by destructive weather.

VEGETATION

Being particularly rich in the variety of native trees and shrubs, Asheville is home to a local botanical garden and the proposed location of the Western Carolina Arboretum. The area is vegetated by a mixed Appalachian hardwood forest which includes hickory, sugar maple, red maple, black walnut, red oak, white oak, tulip tree and conifers of white, pitch, virginia and short-leaf pine. Azaleas, rhododendron and mountain laurel also flourish in the area.

MINERALS

The City of Asheville is located in the Blue Ridge Physiographic Province; much of the area is underlain with gneiss formations and schists. The Asheville City Plan, written by Dr. John Nolen in 1922, noted that the City is surrounded by large deposits of bituminous coal along with numerous mineral resources including red and brown iron ore, maganee and chrome ore, magnetite, gold, silver, copper, zinc, lead, tin, asbestos, aluminum, corundum, fullers earth, garnet, graphite, gypsum and mineral pigments, barite, fluorspar, phosphate rock, mica, pyrite, rutile, soapstone, talc, zircon and monazite, kaolin, fireclay, brick shale, feldspar, silica, ball clay, quartz, granite, marble, slate, limestone

and shale. In 1987, sand and gravel operations make up the only exploitation of mineral resources in the Asheville Urban Area.

WATER RESOURCES

One of the Asheville area's prime assets is its abundance of good quality surface water. Asheville is drained by the French Broad River which flows in a northerly direction through the region. The principal tributaries of the French Broad in Asheville are the Swannanoa River and Beaverdam, Reems, Hominy and Haw Creeks. Man-made lakes serving Buncombe County include Julian, North Fork Reservoir, Woodfin Reservoir, Bee Tree and Beaver Lakes. Lake Julian serves as the cooling facility for Carolina Power and Light Company. Beaver Lake, inside the northern portion of the City, is used largely for private recreation.

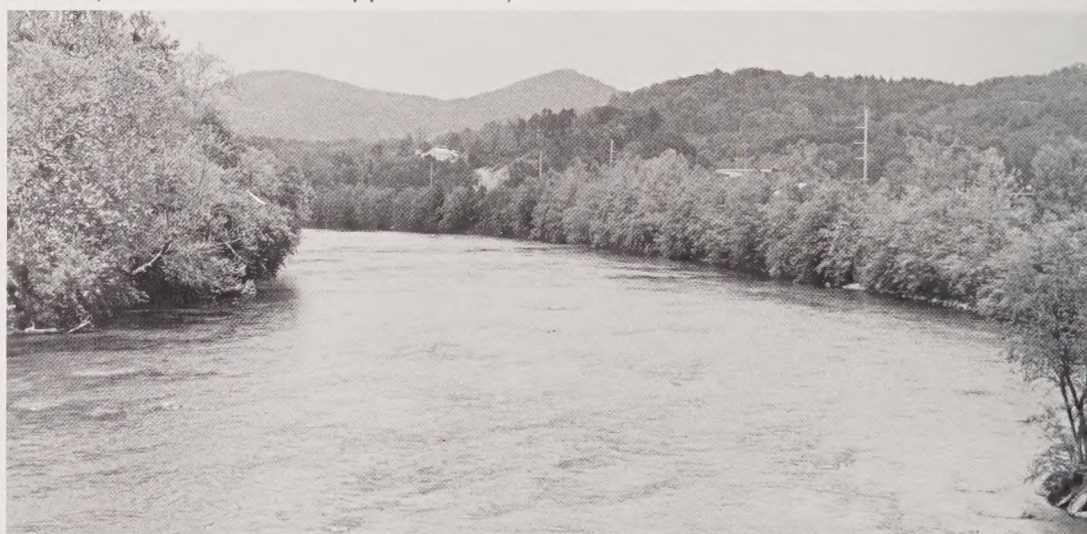
Future demands of development in the Asheville urban area will place strains on Asheville's water resources. The North Fork Reservoir, on the headwaters of the Swannanoa River, can furnish up to twenty-five million gallons per day (MGD). It presently feeds the Asheville water system which serves approximately

77% of the County's population. Preliminary studies rank the French Broad River as the most favorable new water source.

FLOODPLAIN MANAGEMENT

Asheville and Buncombe County have had a long history of flood devastation. Flooding on the French Broad River and the Swannanoa River is recurrent, frequent and damaging. There have been thirty-five floods in Asheville over the past one hundred years. One of the worst floods in over sixty years struck in November of 1977 with a resulting loss of eleven lives and uncounted millions of dollars in property damage.

In 1980, Asheville adopted a Floodplain Ordinance which regulates development in floodprone areas in order to restrict or prohibit uses which are dangerous to public health, safety and property due to flood heights and velocities. The Influences on Development Map delineates the floodway and flood fringe areas of the French Broad and Swannanoa River corridors. The floodway includes the channel of the river which must be reserved in order to allow flood waters





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to flow unobstructed. New construction is prohibited in the floodway. The flood fringe area lies outside the floodway but still within the area of special flood hazard. Through the ordinance, grading, filling, dredging, new construction, and flood activity is controlled. Floodproofing is required for new construction or substantial commercial, or industrial structures including service and utility systems. Land in the floodplain may be used for parking lots, parks, and other open space activities providing that any encroachment does not result in any increase of flooding.

ELECTRICITY

Carolina Power and Light Company serves Asheville and its vicinity with generating plants located within the area, as well as through the interchange of power by transmission lines from other generating facilities. A 400 mega-watt, coal-powered electric generating plant is located in the Skyland community, south of Asheville. In early 1986, Carolina Power and Light Company provided electricity to 74,397 customers in Buncombe County of which 42,794 customers lived within the Asheville City limits.

AIR QUALITY

Air quality trends in Asheville are monitored by the Western N.C. Regional Air Pollution Control Agency. Pollutants currently monitored in the Asheville area are total suspended particulates (TSP) and ozone (O₂). Pollutants monitored in the past and found to be of acceptable concentrations include sulfur dioxide (SO₂), nitrogen dioxide (NO₂), and carbon monoxide (CO). A statewide thirteen year monitoring program has been completed by the North Carolina State Division of Environmental Management. The study shows that the overall

quality of air has improved throughout the State. The Asheville region meets all air quality standards promulgated by the Federal Government and air quality continues to show improvement. The National Air Monitoring Station in Asheville showed a significant downtrend in TSP during the years of 1972-1984.

GAS

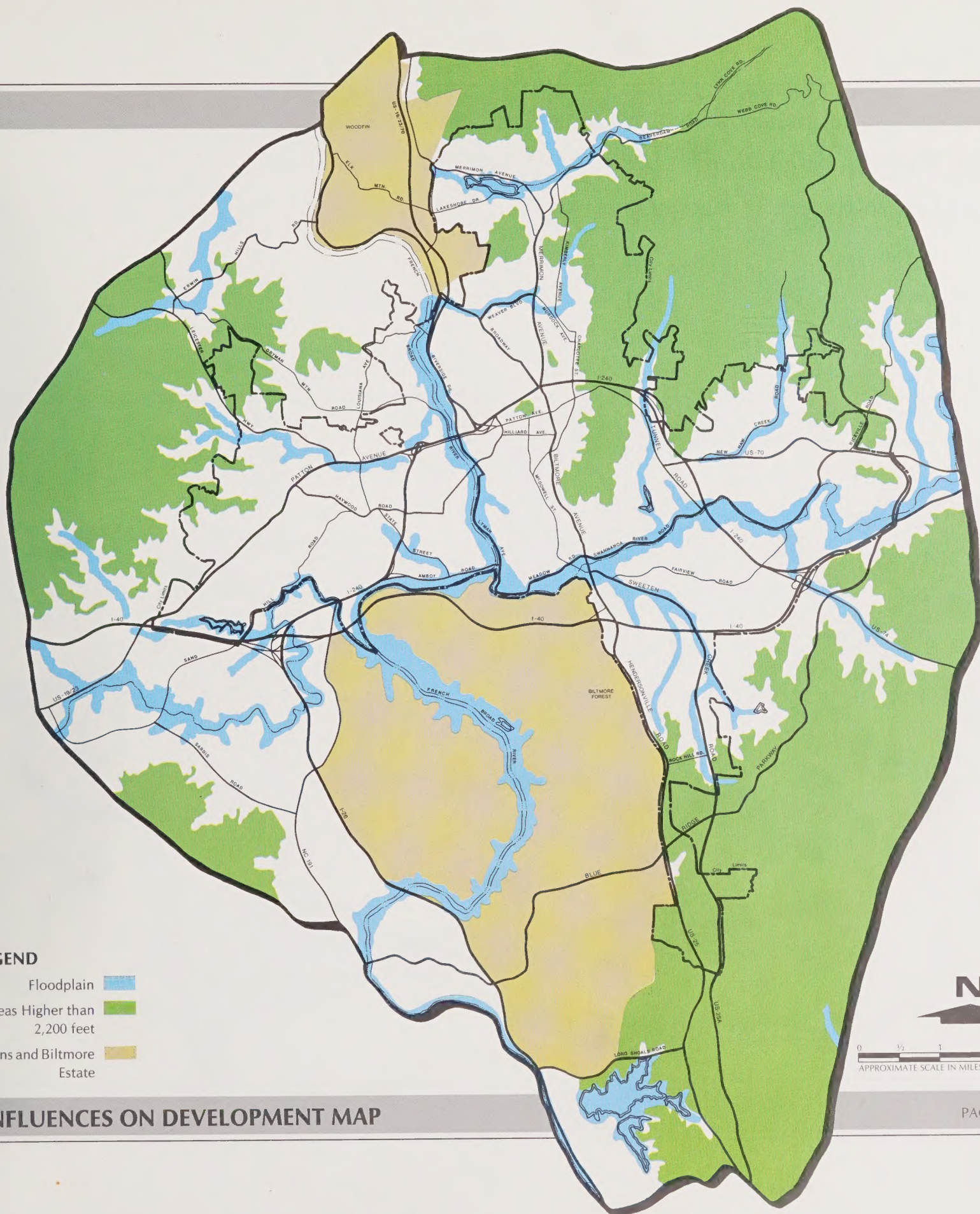
Asheville draws its natural gas supply from the Transcontinental Pipeline through the Public Service Company of North Carolina. In early 1986, according to figures provided by Public Service officials, the Company had approximately 12,500 accounts in the Asheville area, which included most of Buncombe County. ■



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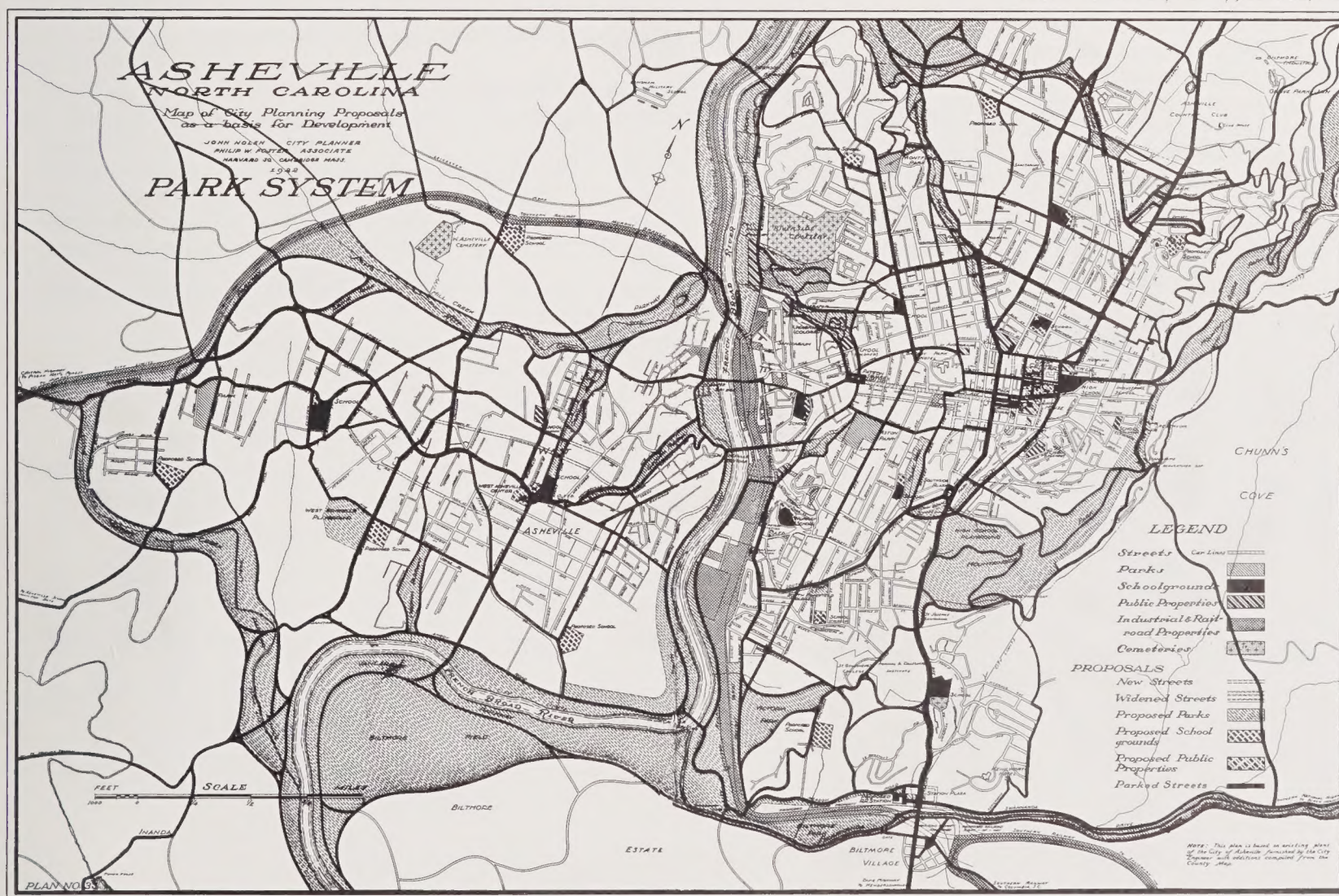
- Floodplain 
- Areas Higher than 2,200 feet 
- Towns and Biltmore Estate 

INFLUENCES ON DEVELOPMENT MAP



POPULATION, EMPLOYMENT and ECONOMIC DEVELOPMENT

From the "Asheville City Plan" by John Nolen, 1922.

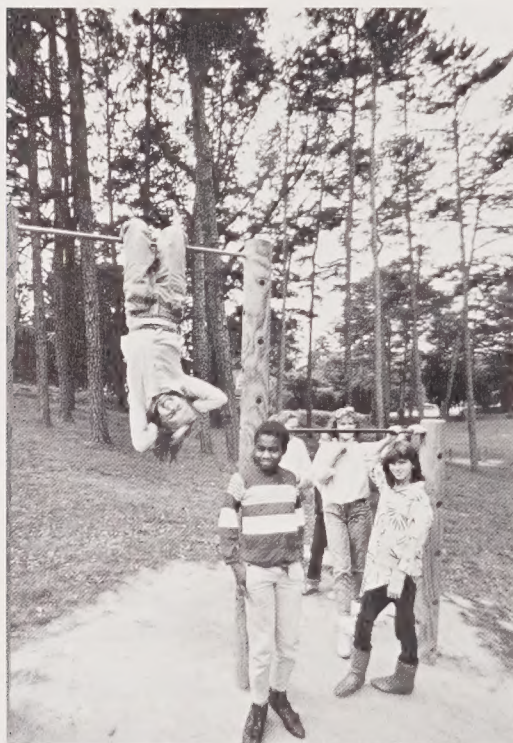


2010 ASHEVILLE CITY PLAN

POPULATION

SIZE AND GROWTH RATE

The City of Asheville has experienced some erratic changes in population over the past several decades. During the period between 1950 and 1960, the population increased by 13.6 percent. Much of this growth is attributable to a major annexation of what is presently known as east Asheville and large extensions of north, south and west Asheville. However, the population decreased by 4.2 percent between 1960 and 1970 and by another 7.1 percent between 1970 and 1980. This population loss is believed to be principally due to the movement of people from existing neighborhoods within the City to the County suburbs. Annexations which occurred in 1981 and 1983 increased the City's population by 10.8 percent.



POPULATION CHARACTERISTICS

The following tables reflect information obtained from the 1980 Census, Neighborhood Statistics Program, on the demographic composition of the City of Asheville. This information is based on the population within the City limits as they existed in 1980.

NOTE: For the purposes of analyzing demographic and land use information in the 2010 Asheville City Plan, the larger planning area has been divided into ten planning "focus areas." The boundaries for these "focus areas" were determined based on the 1980 U.S. Census Neighborhood Statistical Program Area delineations. [See Focus Area Map: Land Use Section.]

Age Composition — City of Asheville, 1980

	0-4	5-19	20-24	25-54	55-64	65+
Central	722	2,496	956	3,890	1,415	2,568
North	630	2,143	1,000	4,630	1,656	2,738
East	594	2,375	763	3,903	1,260	1,471
South	107	515	153	800	302	380
West	1,057	3,599	1,284	6,136	2,038	2,666
TOTAL	3,110	11,128	4,156	19,359	6,671	9,823

SOURCE: U.S. Census, Neighborhood Statistic Program

Sex Composition City of Asheville, 1980

	Male	Female
Central	5,272	6,775
North	5,688	7,109
East	4,770	5,596
South	1,045	1,212
West	7,643	9,137
TOTAL	24,418	29,829

SOURCE: U.S. Census, Neighborhood Statistics Program

Racial Composition City of Asheville, 1980

	Black	White	Other
Central	7,119	4,843	85
North	1,270	11,412	115
East	803	9,489	74
South	1,304	936	17
West	1,187	15,475	118
TOTAL	11,683	42,155	409

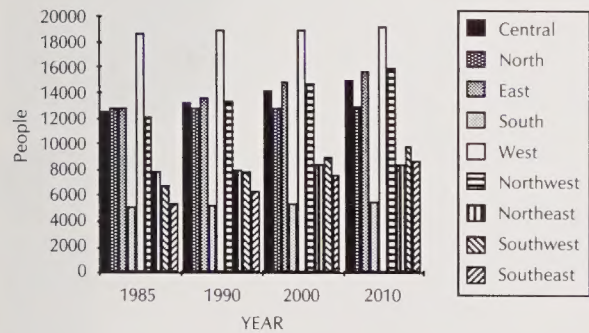
SOURCE: U.S. Census, Neighborhood Statistics Program

POPULATION PROJECTIONS

The population of the City of Asheville (within existing, 1987, corporate limit lines) is expected to grow slowly and steadily over the next 25 years at a rate of approximately 1.8% every five years. [This rate was determined using the linear regression method for projecting population and using as-known values the City's population for 1940, 1950, 1960, 1970 and 1985.] [See Population Projections Table.] At this growth rate, the City should reach a population of 68,345 by the year 2010. Any annexation of adjacent developed areas would, of course, increase this figure.

During the same period, the population of the Asheville planning study area (inside **and** outside the current City limits) is expected to grow to 111,130 persons. This represents an 18.3% increase over the twenty-five year period ■

POPULATION PROJECTIONS



Age Composition Projections — City of Asheville, 1980-2010

	1980	1990	2000	2010
Under 5	3,019	3,627	3,761	3,896
5-19	10,906	12,981	13,528	14,079
20-24	4,074	4,772	4,817	5,126
25-34	8,076	9,418	9,568	9,773
35-44	5,191	6,045	6,203	6,151
45-54	5,877	7,127	7,457	7,518
55-64	6,643	7,954	8,381	8,885
65+	9,797	11,709	12,274	12,917
TOTAL	53,583	63,633	65,989	68,345

SOURCE: U.S. Bureau of the Census; City of Asheville, Planning Department

Population Projections — City of Asheville, Planning Area

Area	1985	1990	2000	2010
Central	12,521	13,108	14,122	14,899
North	12,758	12,727	12,802	12,917
East	12,762	13,617	14,797	15,586
South	5,165	5,282	5,345	5,468
West	18,612	18,899	18,923	19,205
CITY TOTAL	61,818	63,633	65,989	68,345
Northwest	12,096	13,353	14,676	15,892
Northeast	7,826	7,998	8,390	8,446
Southeast	5,417	6,292	7,533	8,668
Southwest	6,815	7,865	8,994	9,779
PLANNING AREA	93,972	99,141	105,582	111,130

SOURCE: City of Asheville, Planning Department

2010 ASHEVILLE CITY PLAN

Population Change — Asheville and Buncombe County, 1940-1985

Year	Asheville		Buncombe County	
	Population	% Change	Population	% Change
1940	51,310	2.2	108,755	11.0
1950	53,000	3.3	124,403	14.4
1960	60,192	13.6	130,074	4.6
1970	57,681	- 4.2	145,056	11.5
1980	53,583	- 7.1	160,934	10.9
1985	61,818	15.4	169,500	5.3

SOURCE: U.S. Bureau of the Census; City of Asheville, Planning Department

Net Population Increase by Community Area, 1985-2010

Central	2,378
North	159
East	3,094
South	303
West	593
Northwest	3,796
Northeast	620
Southeast	3,251
Southwest	2,964

SOURCE: City of Asheville,
Planning Department

The following table presents the projected growth of employment in Buncombe County by Employment Sector to the year 2010.

AT-PLACE EMPLOYMENT PROJECTIONS, BY SECTOR BUNCOMBE COUNTY, 1990-2010

	1990	1995	2000	2010	Change Amount	1990-2001 Percent
Agriculture & Forestry	963	907	870	831	-132	-13.7
Manufacturing	21,032	21,572	22,212	23,429	2,397	11.3
Trade	16,827	17,729	18,832	20,131	3,304	19.6
Service	23,481	25,059	26,558	28,576	5,095	21.6
Other	25,323	26,671	28,100	29,975	4,652	18.4
TOTAL	87,626	91,938	96,572	102,942	15,316	17.5

SOURCE: Land-of-the-Sky Regional Council, 1985; Asheville Planning Department

ECONOMIC/ EMPLOYMENT TRENDS AND PROJECTIONS

The strengthening of economic growth within the City of Asheville is essential to the achievement of most of the community strategies outlined in the 2010 Asheville City Plan. Major economic and employment trends in Asheville and Buncombe County offer insights into the formation of goals for future economic development of the City and the strengthening of the City's role as the economic center of Western North Carolina. Economic development trends affecting Asheville and strategies for future growth do not stop at the municipal boundaries, therefore, much of the data presented and analyzed in this chapter focuses on Buncombe County as a whole.

Traditionally, the economy of Asheville has been based in three major employment sectors — manufacturing, tourism/convention industry, and regional trade.

MANUFACTURING INDUSTRY

At present, manufacturing is the largest employer in the Asheville Area (Buncombe County) and provides a large share of the local income. In 1985, over 280 manufacturing establishments provided approximately 21,760 jobs, or 24.9 percent of the total County employment (Source: *North Carolina Employment Security Commission*.) The diverse products manufactured in the area include textiles, electrical components, precision instruments, blankets, packing products, printing and publishing products, and glass containers.

The following table shows the manufacturing patterns in the Asheville Area

from 1972-1985. Slow but steady growth of both manufacturing firms and employees has been the prevailing trend that is expected to continue through the year 2010.

NON-MANUFACTURING

The growth and development of the Asheville Area, in recent history, has largely been attributable to the *non-manufacturing* sector, i.e., services, retail, and wholesale trade. This growth is due primarily to an early recognition of the potential the area offered for tourism, retirement, recreation and health care facilities.

SERVICE INDUSTRY

Perhaps the least promoted, the least understood, but the most important, non-manufacturing activity in the Asheville area is the regional service industry. Service activities include business and repair shops, recreation services, personal services, health services, amusements, entertainment, and hotel and motel operations. This industry not only fills local needs, but provides much in the way of attracting outside revenue sources

into the area. When service industry activities are grouped together, they represent a large portion of the total employment. The two major primary care hospitals in Asheville, Memorial Mission Hospital (1,645 employees) and St. Joseph's Hospital (930 employees), along with the Veterans Administration Medical Center, employing 1,040 persons, are the top three non-manufacturing

employers. (Source: Asheville Area Chamber of Commerce.)

In 1970, service industry activities accounted for 25.4% of the total employment in Buncombe County. By 1980, that percentage had dropped to 24% but advanced again to 25% by 1985. An overall 21.6% employment increase in the service industry is expected between 1990 and 2010.

Manufacturing Patterns — Asheville Area, 1972-1985

	1972	1977	1982	1985
Establishments (Total)	189	248	270	283
(City)	(97)	(132)	(126)	(NA)
(Remainder of County)	(92)	(116)	(144)	(NA)
Employees (1,000)	21.8	19.8	20.1	21.7
(City)	(6.1)	(5.0)	(7.0)	(NA)
(Remainder of County)	(15.7)	(14.8)	(13.1)	(NA)

SOURCE: U.S. Census; North Carolina Employment Security Commission



2010 ASHEVILLE CITY PLAN

RETAIL TRADE

Historically, the Asheville Area has played a predominant role as the major trade center (wholesale and retail) for Western North Carolina. In 1960, the trade industry accounted for 18.9% of all employment in Buncombe County. This represented the highest percentage of workers of all non-manufacturing categories of employment, with the exception of service activities. By 1980, the percentage of workers employed in trade related industry had risen to 20%, and again was the largest non-manufacturing employment sector behind service activities. This 20% share of the total County projected employment is expected to continue through the next 20 years.

TOURISM/CONVENTION INDUSTRY

Tourism, a growing sector of the service industry, has experienced a dramatic increase in employment and revenues over the past four years in Buncombe County. The tourism industry includes establishments that serve the visiting public: hotels, motels, restaurants, attractions, and ground transportation operations. Asheville's convention and meeting industry made gains in 1986 as evidenced by revenues generated by the new room occupancy tax. According to the Buncombe County Tourism Development Authority (TDA), this tax generated \$809,592 dollars in 1986. TDA officials predict that the room tax will bring in \$1.2 million dollars in 1987. The tourism/convention industry is projected to replace manufacturing as the top revenue producing industry by 1988.

Retail Sales — City of Asheville

Year	Total Retail Sales	Total Sales Tax Collected
1982	\$ 901,681,634	\$20,309,829
1983	923,934,456	20,644,696
1984	1,066,629,826	24,290,471
1985	1,182,054,455	27,466,032
1986	1,174,041,316	28,095,751

Source: North Carolina Department of Revenue, Sales and Use Tax Division

Tourism Employment and Revenue Data — Buncombe County

	1983	1984	1985	1986	1983-86 Increase
Employees	4,500	5,760	6,550	7,106	58%
Revenues (in millions)	\$198	\$253	\$288	\$308	55%

Source: Asheville Area Chamber of Commerce, Tourist Development Authority, 1987



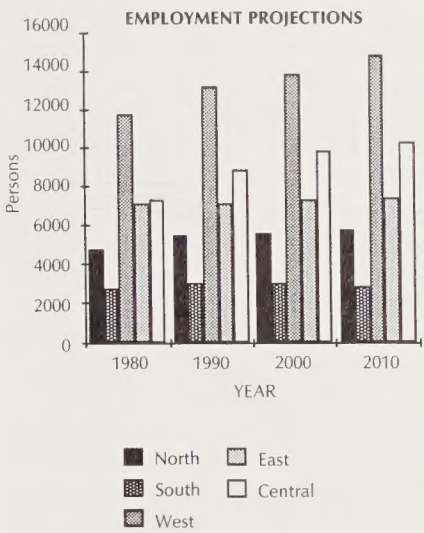
CITY OF ASHEVILLE
EMPLOYMENT TRENDS

In 1980, the total number of persons employed in the City of Asheville was 33,840 or 43.7 percent of the total employment of Buncombe County. Employment is expected to increase in each of the focus areas of the City over the next twenty-five years with a total City-wide increase of 7,334 jobs. Within the present planning study area boundaries, the largest net increase in jobs is projected to occur in the west area with 3,052 new jobs. However, it is the central area that is projected to experience a 40.9% increase in the number of jobs from its present level, gaining 2,989 new positions.

INCOME

From 1969 to 1980, the per capita annual income of persons in the Asheville Area (Buncombe County) increased by 38.7% from \$4,585 in 1969 to \$6,360 in 1979. Four years later in 1983, the area's per capita income level had increased 63.5% to \$10,001.

The City of Asheville's per capita income, at \$6,533, was slightly higher than Buncombe County's in 1980. That same year, the lowest income within the City was found to be in the central focus area (\$4,972) and the west focus area (\$5,284). The north focus area had a per capita income of \$9,129, while the south and east focus areas were \$6,007 and \$5,787, respectively.



The table below presents employment projections for the current City limits. [See Focus Area map in Land Use section.]

Employment Projections by Planning Area in City — City of Asheville (Percentage of Total)

	1980	1990	2000	2010	Net
North	4,792 — 14%	5,463 — 14.5%	5,540 — 14.0%	5,764 — 14%	972
South	2,804 — 8%	3,015 — 8.0%	3,086 — 7.8%	2,882 — 7%	78
West	11,771 — 35%	13,188 — 35.0%	13,851 — 35.0%	14,825 — 36%	3,052
East	7,168 — 21%	7,159 — 19.0%	7,285 — 18.4%	7,411 — 18%	243
Central	7,305 — 22%	8,855 — 23.5%	9,815 — 24.8%	10,295 — 25%	2,989
TOTAL	33,840	37,680	39,577	41,177	7,334

Source: City of Asheville Planning Department

2010 ASHEVILLE CITY PLAN

RECENT ECONOMIC ACTIVITY

Asheville's role of economic leadership in the region has grown stronger in the last several years due to the consolidation of efforts by both the public and private sectors of the community. While some manufacturing jobs have been lost, new jobs have been created, and the tax base in Asheville and Buncombe County has continued to rise. The Asheville Area is currently experiencing growth in several major markets.

In the downtown area, the City has three large redevelopment projects underway — The Pack Plaza Project, a mixed retail/office complex including a cultural arts center and a parking deck; the Wall Street Project, a retail and office complex with a 260-car parking facility; and large renovation projects on Haywood Street including the Haywood Park

Hotel, a retail/office complex and an apartment project. [For more details, refer to section on Downtown.]

The Grove Park Inn and Country Club has been a major hotel/convention resort complex since its construction in 1919. The Grove Park expanded in 1984 adding over 230 rooms and began another expansion in 1986-87 of 186 rooms with larger banquet and meeting rooms. Over the past three years, the total number of hotel rooms in the City has doubled to 4,000.

In addition, two regional shopping centers have been constructed in the Asheville Area in the past year and a half; River Ridge Outlet Mall in the east, and West Ridge Center in the west. This recent commercial construction activity, plus the large, steady growth of the area's residential market, is reflected in the following table summarizing the number

and value of building permits issued in the City during the past six years.

The challenge of finding new ways and means to strengthen and diversify the Asheville Area economy continues. Factors such as the future shift in employment patterns, the fierce competition for new business and industry in the southeastern United States, and the limited resources available for economic promotion and recruitment has inspired the community to begin formulating, and acting upon, new aggressive strategies to meet the goals for a healthy economy.

Through the City's "Alternatives for Asheville" planning process and the Economic Development Summit sponsored by the Asheville Area Chamber of Commerce and the University of North Carolina at Asheville, goals and strategies are being addressed ■

Building Permit Data — City of Asheville

Calendar Year	Commercial		Residential		
	Number of Permits	Value	Number of Permits	Value	Total Value
1981	56	\$ 8,484,768	64	\$ 2,354,135	\$10,838,903
1982	49	1,352,647	39	1,473,148	2,825,795
1983	71	15,424,088	116	5,617,966	21,042,054
1984	80	21,331,937	125	7,057,325	28,389,262
1985	90	14,079,364	141	13,920,519	27,999,883
1986	88	43,522,227	134	11,132,828	54,615,055

Source: City of Asheville Inspections Division

GOAL: A healthy, vibrant, expanding economy capable of sustaining a growing population and providing a diversity of high-paying jobs.

OBJECTIVES AND TOOLS

To maintain the quality of life and to create conditions conducive to attracting a diversity of new business and industrial development while retaining and expanding existing business and industry.

- Prepare a marketing strategy to entice new businesses and non-polluting industry.
- Promote more convention activity.
- Promote corporate, regional and division headquarters in the Asheville area.
- Investigate the potential for alternative tax structures.
- Encourage and support the Airport Authority in its drive to implement all phases of the expansion plans.
- Encourage the use of the micro-electronic hookup between UNC-A and the Research Triangle.
- Promote Chamber of Commerce economic development activities.
- Promote financial assistance (seed capital) for the development of new businesses through venture capital enterprises.
- Maintain and continually update the City's Capital Improvement Plan (CIP).
- Develop better cooperation between the City and County to ensure orderly growth and development and the protection of scenic and natural assets throughout the areas.

To increase the tax base of the City.

- Adopt a long-range plan of annexation.
- Study the creation of special tax districts for public improvements.
- Encourage the establishment of a permanent source of funds to provide financing for economic development.
- Research and utilize state and federal funding sources. Seek grants or professional assistance.
- Educate the public on the use and necessity of bond issues for public improvements.

To expand and upgrade the community's infrastructure systems and services.

- Routinely update status reports of the infrastructure systems as an aid to developers and in defining those areas most conducive to development.
- Develop only within the capabilities of water, sewer and street systems.
- Authorize the City Planning Director to determine the need for developers to participate in improving the infrastructure, not only for the specific site, but also, for the contiguous area and other areas that are affected by the construction, maintenance and servicing of the development.
- Use the French Broad River for a water supply.

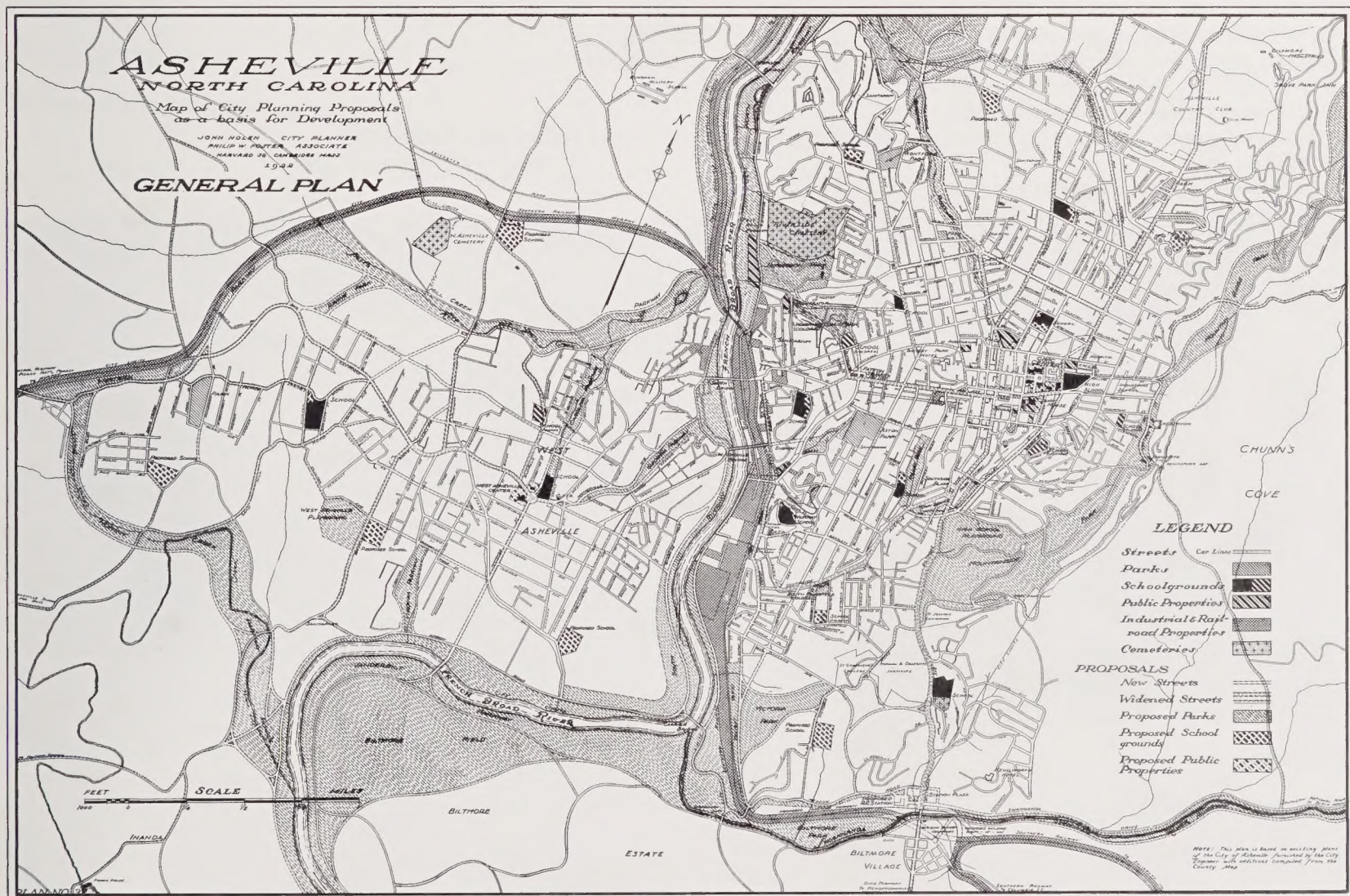
- Encourage telephone, power, and cablevision lines to be placed underground.

To provide a broad range of employment opportunities for youth, minorities, and women.

- Find ways to encourage our young people to remain in Buncombe County to live and work, or to return following advanced education and training.
- Encourage job market analysis for future graduates to acquaint them with available jobs, the potential for future employment, and anticipated changes in the economy of our area.
- Encourage competitive salary scales in the community.
- Strengthen coordinated industry recruitment efforts of our local youth, minorities, and women by the City, UNC-A, and A-B Tech.
- Adopt a comprehensive affirmative action plan.

HOUSING

From the "Asheville City Plan" by John Nolen, 1922.



2010 ASHEVILLE CITY PLAN

HOUSING DEVELOPMENT

TRENDS AND PROJECTIONS

The City of Asheville's recent housing market history reflects many of the trends which are occurring in housing nationwide. Included among these trends are: an increased demand for multi-family housing (apartments, townhouses, condominiums); an increase in the percentage of renter-occupied vs. owner-occupied units; and an increase in the use of manufactured housing. Over the last 25 years, there has been a 368% increase in the number of mobile homes within the City.

The following tables highlight housing developments experienced in the City of Asheville over the past 25 years. All figures are based on the City limits as they existed at that particular time.

Housing Types — City of Asheville, 1960-1985

TYPE	1960	1970	1980	1985
Single-family % of total	15,064 76.1	15,059 72.1	16,059 69.3	17,661 63.9
Multi-family % of total	4,626 23.4	5,721 27.4	6,812 29.4	9,433 34.1
Mobile Homes % of total	116 0.5	112 0.5	289 1.3	543 2.0
TOTAL	19,806	20,892	23,160	27,637

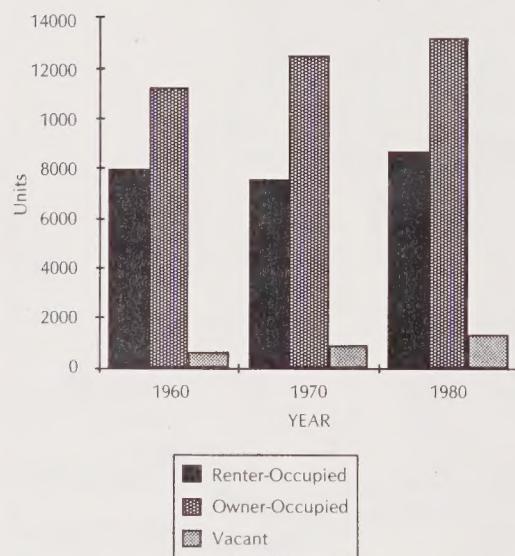
Source: U.S. Census 1960, 1970, 1980; City of Asheville, Division of Building Inspections

Housing Tenure — City of Asheville, 1960-1980

TYPE	1960	1970	1980
Renter-Occupied % of total	7,977 40.3	7,541 36.1	8,660 37.4
Owner-Occupied % of total	11,185 56.4	12,480 59.7	13,161 56.8
Vacant % of total	644 3.3	871 4.2	1,342 5.8
TOTAL	19,806	20,892	23,160

Source: U.S. Census 1960, 1970, 1980

HOUSING TENURE, CITY OF ASHEVILLE



In the 1985-88 Housing Assistance Plan, prepared in 1985 for the Department of Housing and Urban Development (HUD) by the City of Asheville's Division of Community Development, it was estimated that there were 4,048 sub-standard housing units (15% of total) in the City at that time. This figure was arrived at using a specified HUD methodology which takes into account such factors as the lack of complete plumbing, overcrowding and the age and value of a structure.

Housing Conditions — City of Asheville, 1960-1980

	1960	1970	1980
Lacking Complete Plumbing	5,102	636	395
Year Built			
1960	3,576	7,079	
1940-59	6,745	8,148	
Before '39	10,571	7,933	

Source: U.S. Census 1960, 1970, 1980

Cost of Housing — City of Asheville, 1970-1980

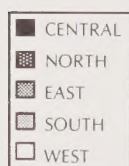
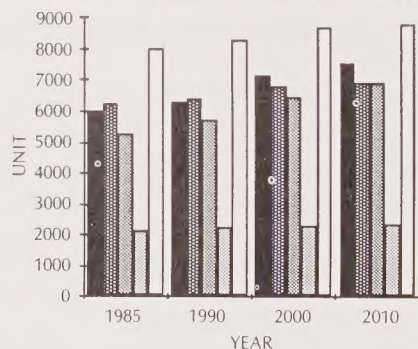
	1970	1980
Median Home Value	\$13,700	\$32,200
Median Gross Rent/Month	\$ 82	\$ 113

Source: U.S. Census 1970, 1980

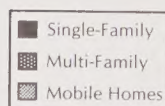
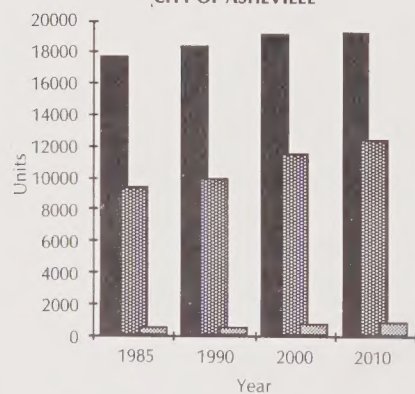


2010 ASHEVILLE CITY PLAN

HOUSING UNIT PROJECTIONS, CITY OF ASHEVILLE



HOUSING TYPE PROJECTIONS, CITY OF ASHEVILLE



Housing Unit Projections — City of Asheville, 1985-2010

	1980	1990	2000	2010	Net Increase
Central	5,991	6,305	7,133	7,550	1,559
North	6,254	6,422	6,819	6,900	646
East	5,252	5,698	6,473	6,932	1,680
South	2,152	2,227	2,325	2,376	224
West	7,988	8,272	8,673	8,787	799
TOTAL	27,637	28,924	31,423	32,545	4,908

Source: City of Asheville, Planning Department

Housing Type Projections — City of Asheville, 1985-2010

	1985	1990	2000	2010	Increase
Single-family	17,661	18,424	19,137	19,266	1,605
% of total	63.9	63.7	60.9	59.2	
Multi-family	9,433	9,950	11,564	12,465	3,032
% of total	34.1	34.4	36.8	38.3	
Mobile Homes	543	550	722	814	271
% of total	2.0	1.9	2.3	2.5	
TOTAL	27,637	28,924	31,423	32,545	4,908

Source: City of Asheville, Planning Department

Housing Tenure Projections — City of Asheville, 1980-2010

	1980	1990	2000	2010	Increase
Owner-occupied	13,161	16,342	17,660	18,225	5,064
% of total	56.8	56.5	56.2	56.0	
Renter-occupied	8,660	10,875	11,878	12,367	3,707
% of total	37.4	37.6	37.8	38.0	
Vacant	1,342	1,707	1,885	1,953	611
% of total	5.8	5.9	6.0	6.0	
TOTAL	23,160	28,924	31,423	32,545	

Source: U.S. Census, 1980: City of Asheville, Planning Department

It is expected that the number of dwelling units within the City of Asheville (1985 City limits) will increase over the next 25 years by 4,908 units, from 27,637 to 32,545. The chart below indicates projections on the increase in dwelling units expected in each area of the City.

It is anticipated that 62%, or 3,032 units, of the net increase in dwelling units projected over the next 25 years will be in multi-family units. Although single-family housing is expected to increase in absolute numbers during this period, the percentage share of such units in the City is projected to decline as the demand for multi-family housing increases. The growing scarcity of developable residential land in the City, which has tended to favor the construction of multi-family housing in recent years, further reinforces this trend.

In 1980, 56.8% of the dwelling units in the City of Asheville were owner-occupied while 37.4% were renter-

occupied units. It is expected that a slight increase in the percentage of renter-occupied units will be experienced over the next 25 years continuing a trend

which began in the City in 1970 as a result of the increasing cost of purchasing a home and the growing desire for smaller housing units ■



2010 ASHEVILLE CITY PLAN

PUBLIC ASSISTED DEVELOPMENT

GOAL: Decent, safe, and sanitary housing provided for all Asheville residents and the elimination of blighted areas in the City through efforts of code enforcement, redevelopment, rehabilitation, and conservation.

The City of Asheville has for many years been involved in carrying out programs designed to meet the housing needs of lower-income residents in the City. These programs have been administered through the City of Asheville's Community Development Division contracting with the Housing Authority of the City of Asheville for program management.

Traditionally, housing programs in the City, as throughout the United States, have taken the form of federally-assisted and publicly constructed/managed housing communities. The Housing Authority of the City of Asheville currently operates twelve such public housing communities with a total of 1,722 dwelling units. Approximately, 1,660 families (total population of 4,430 people) live in these units.

In recent years, however, a marked change in the type of housing assistance available has been experienced. A shift in federal funding for housing programs has been away from funding the new construction of public housing communities and toward:

- a. the establishment of programs for the maintenance and modernization of existing units;
- b. the assistance of low-income residents in the rehabilitation or construction of private homes; and
- c. the support of private developers

in the construction or rehabilitation of housing for low-income persons.

Additionally, a reduction in the amount of federal monies available for all types of housing assistance has created a need for new local initiatives in the provision of low-income housing. The City's Community Development Division has recently announced the creation of a Neighborhood Housing Services Program in Asheville to provide assistance (primarily through the development of a loan pool in cooperation with local lending institutions) to qualified individuals for the rehabilitation and construction of dwelling units ■

OBJECTIVES AND TOOLS

To provide a program of assisted housing which meets housing needs not served by the private market.

- Develop a long-range plan for addressing special housing needs, i.e., low income, handicapped.
- Promote the conservation of Asheville's older housing stock by developing new tools and creative programs (such as Neighborhood

Housing Services) to assist with rehabilitation efforts.

- Encourage the new construction of housing affordable to low-income persons.
- Encourage the appropriate governmental bodies and community agencies to provide emergency shelter/housing for the chronic homeless.

PRIVATE HOUSING DEVELOPMENT

GOAL: A broad range of housing opportunities for all citizens in keeping with demographic changes, economic conditions and availability of land.

As the housing market in Asheville changes over the next twenty-five years so must residential development standards. Zoning and subdivision regulations that were designed to govern single family, detached residential development on large lots do not permit the flexibility needed in a changing market.

Asheville is currently experiencing an increase in the demand for multi-family housing, a trend of declining household size, rising housing costs, an increased demand for retirement housing and a scarcity of developable residential land. Issues such as densities (people per acre), at which housing is built and required minimum lot sizes may need to be re-examined when attempting to create new avenues for housing affordability ■

OBJECTIVES AND TOOLS

To establish the location and density of housing in accordance with:

- a. master plans and policies for the provision of municipal services (water, sewer, sidewalks . . .);



b. accessibility to business/service centers, and,

c. terrain limitations (soil conditions, slope . . .).

- Encourage and concentrate **high-density** housing development in the Urban Center with access to retail/businesses, pedestrian amenities, public transportation, cultural activities and parks.
- Encourage and concentrate **medium-density** housing development within proximity of the Urban Center, in the Urban Fringe, and along major traffic corridors and business/service centers.
- Encourage and concentrate **low-density** housing along local streets within proximity to service centers, yet buffered from excessive noise, traffic, and development.



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To revise the current Zoning Ordinance and other regulations to provide land use and building controls for housing which are more responsive to economic and environmental factors.

- Review and adjust current minimum lot size area and allowable densities in residential zones, to allow the use of smaller lots and higher density development where appropriate, without diminishing the advantages of the conventional detached single family unit. Research new avenues with regard to land use intensity, such as, the addition of entirely new residential zoning districts, i.e., single family attached at higher densities, single family cluster allowing both detached and attached, or the consideration of the total elimination of minimum lot area requirements for multi-family development, using instead bulk regulations (height, building coverage, floor-area-ratio, bulk plane, land-use intensity ratings) as a development standard.
- Modify the approval process of existing site review to streamline project approval.
- Consider the clustering of residential development in environmentally sensitive areas.
- Provide increased opportunities for single family housing, townhouse, and duplex development by encouraging zero-lot line development, allowing reduced lots, larger side yards, improved open space maintenance and ensuring privacy.
- Provide for adequate staffing to implement a consistent code enforcement program with an emphasis on correction and prevention of substandard housing.

To encourage infill housing which would promote development on vacant substandard lots and establish standards for conversion.

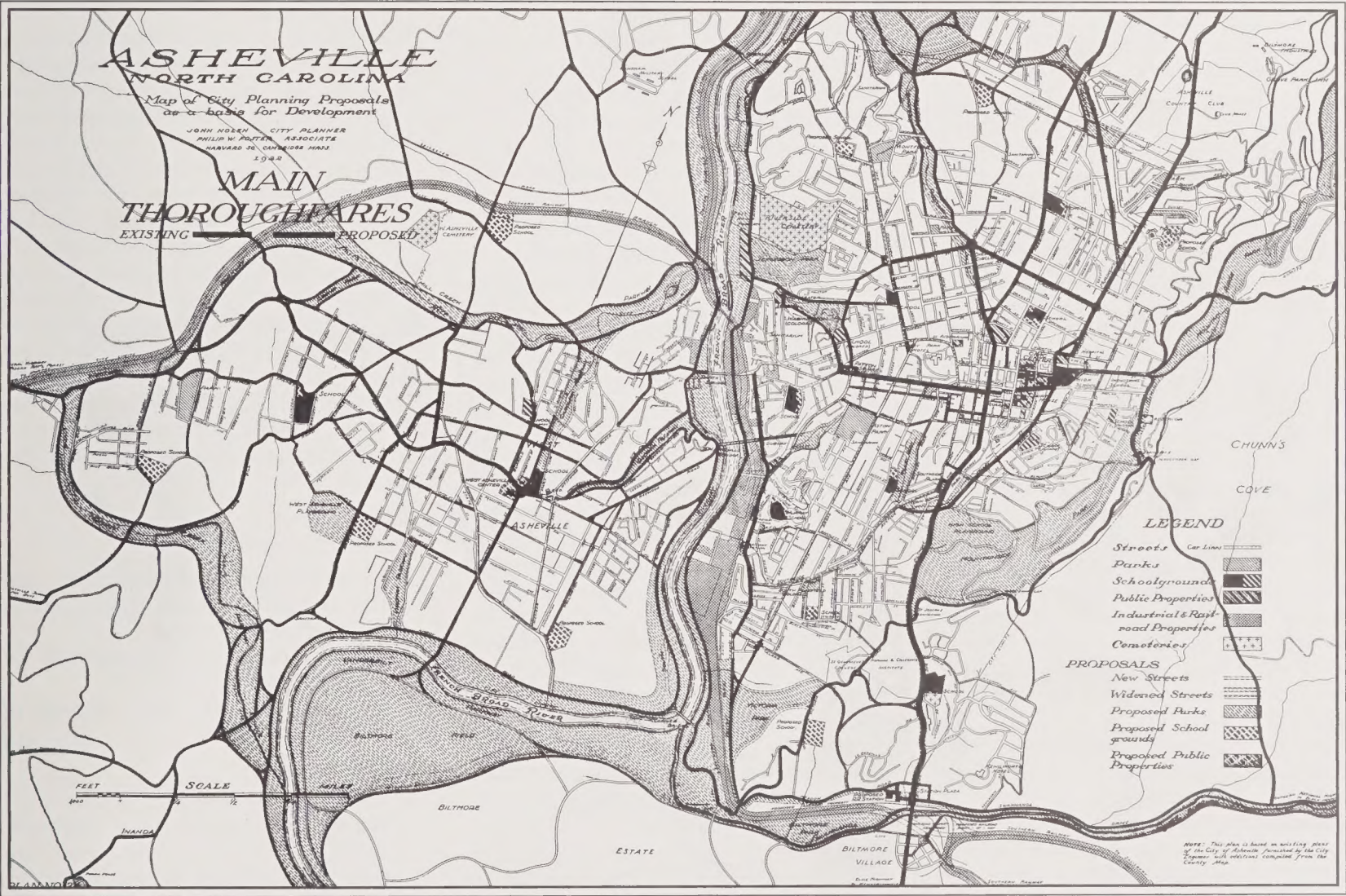
- Survey the City to identify appropriate infill sites.
- Review minimum spacing requirements for individual lots under consideration.
- Adjust density requirements when considering infill in the Urban Center.

To actively promote the development of multi-family housing where suitable and deemed appropriate.

- Survey the entire City to determine the most suitable sites for multi-family housing.
- Target appropriate areas for rehabilitation/reuse of buildings for multi-family development.
- Encourage a diversity of pricing in the multi-family rental and ownership market.

TRANSPORTATION

From the "Asheville City Plan" by John Nolen, 1922.



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TRANSPORTATION

GOAL: Safe and efficient movement of people and goods throughout the City.

Throughout the development of the City of Asheville from a crossroads trading post to the present time, transportation has played a major role in shaping development, thus influencing the need for transportation facilities. Perhaps the most significant factor was the coming of the railroad in 1880, bringing with it a proportional growth in supporting services. In the early 1900s, an electric streetcar system provided transportation service to the City's major areas, Victoria, Montford, Kenilworth, giving access to the railroad, major parks and recreation areas. With the advent of the automobile, Asheville's population became individually mobile, making an ever greater demand on the existing street system.

Our current street system began to develop before the turn of the century from packed earth, to brick and cobblestone, to concrete, and finally, to asphalt. By 1917, Asheville had thirty-six miles of paved roads and was keeping pace with the nation's leading cities in expansion of transportation facilities. The phenomenal growth rate of the 1920s and 30s began to take its toll on the system, resulting in overcrowding on the street cars, railroad lines and congestion on the streets. As John Nolen noted in his 1922 Asheville Plan "one of the most difficult and embarrassing problems of modern cities is that of congestion."

Major transportation projects were proposed and implemented to alleviate some of the problems. The railroad expanded facilities and services. Bus lines were added to the streetcar lines to remedy the congestion difficulties. Per-

haps the most important accomplishment, in the late 1920s, was the tunnel through Beaucatcher Mountain, which had previously limited growth. A new and easily accessible commercial market was established in the center of town and the City flourished.

Changes in the use of land were a direct result of the improvements being made to the transportation system. Residential areas along major streets, such as Patton and Biltmore, became more and more commercialized. Commercialization forced homeowners further out of the City's center and into the suburbs. The tourist industry thrived, and along with the industrial and economic growth, began to take a tremendous toll on the existing street system. Minor improvements, some street widenings and extensions into outlying areas, helped alleviate some of these problems.

The extent of these needs was identified in 1953, when Wilbur Smith and Associates were commissioned to develop the *Traffic Improvement Plan, Asheville, NC*. Of major concern were, not only the new demands created by the directions of growth, but also the deteriorating conditions of the existing system. Another Wilbur Smith Study in 1960, *The Master Highway Transportation Plan*, provided a comprehensive analysis of the existing transportation system and projected facility requirements to 1980. It was recognized that numerous improvements were necessary to correct the past disregard of conformance to an overall street plan. As a result of the Wilbur Smith plan, I-40, I-26, and 191 Connector Freeway and Weaverville Bypass were built. These plans also greatly influenced the North Carolina Department of Transportation's (NCDOT) decisions when they began developing the Thoroughfare Plan from a series of

reports starting in 1973.

Needed highway improvements are identified in the Asheville Area Transportation Study Report Number 5. Beginning in 1973, the NCDOT and the Metropolitan Planning staff conducted a series of meetings and studies which resulted in the Thoroughfare Plan. This plan, which was adopted in 1975, was formulated by identifying the transportation needs and future traffic requirements.

The Thoroughfare Plan makes recommendations for improvements in terms of project priorities, future roadway cross-sections, and necessary right-of-way requirements. [See Thoroughfare Map.] Roads are classified in the plan as major and minor thoroughfares according to the type of service they provide — either traffic service or land service. The implementation of such projects as the US 74 Connector Freeway (the extension of I-240 east and the Beaucatcher Cut) and the South Charlotte Street facility, as identified in the Thoroughfare Plan, have greatly relieved traffic congestion by segregating through traffic in these areas from local traffic. Other proposed projects that will significantly improve traffic conditions are:

(Top Priority)

(not listed in order)

- the widening of McDowell Street and Hendersonville Road (US 25) to a multi-laned facility;
- the widening and improvement of Leicester Highway (NC 63);
- the widening and improvement of Broadway (SR 1781), and

(Lower Priority)

- the widening and improvement to: Merrimon, Haywood Road, Murdock, Louisiana, Clingman, Meadow, Swannanoa River Road, Brevard Road.

LEGEND

- Existing Freeway 
- Existing Major 
- Proposed Major 
- Existing Minor 
- Proposed Minor 

THOROUGHFARE MAP



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Many other improvements to facilitate ease of traffic flow and to provide safer highway designs are included in the Thoroughfare Plan. Because of the size of the document, it has not been physically incorporated in this volume but it will be used in conjunction with the Asheville City Plan.

In deciding which of the existing and proposed thoroughfare improvements would be a NCDOT responsibility and which would be a municipal responsibility, the service a road performs is examined. Facilities which would primarily serve travel from outside the area to major generators of traffic, i.e., commercial or industrial institutions inside the area would be a State responsibility. Facilities which would serve internal travel would be a municipal responsibility. Those streets designated as State responsibility will be constructed and maintained by the Division of Highways.

The Transportation Improvement Program, published by the North Carolina Department of Transportation, lists those highway projects which are scheduled for implementation in a ten year period.

Updated annually, the projects are approved by the Board of Transportation and the new projects are added or deleted according to the need established for the project and funding projections. Because of changes in funding procedures and limitations of federal budgeting, new funding sources will need to be examined by the City. Certain controls and tools are available to the City to help counteract the effects of financial constraints. Through encouragement of the use of alternate transportation modes, the demand on the street capacity could be altered. A shift to increased transit usage, more ride-sharing and carpooling could help alleviate some of our traffic problems thereby relieving the overcrowding and improving the level of service.

LOCAL STREETS

State funds (known as Powell Bill funds) are used by the City of Asheville for the general maintenance of streets in the City system. Currently, there are 324 miles in this system. Powell Bill funds are allocated on a percentage basis throughout North Carolina for use in

maintaining local streets. (Allocations are based on a City's population and the miles of paved road over 16 feet in width, in the City.)

Asheville's policy for accepting new streets into the City system is that any street serving three or more properties is eligible for City maintenance if it meets City standards and has adequate dedicated right-of-way. City standards are as follows:

- a. For existing unpaved streets — minimum 16 feet wide pavement of 1-2 inches asphalt over 8 inches of compacted crushed aggregate base course over properly drained soil sub-base (minimum right-of-way dedication is 20 feet); and
- b. For new streets — see Basic Design Standards below.

In September 1986, Asheville voters approved a \$17 million bond issue for City street and sidewalk improvements. The Street Improvement Plan, to be implemented over the next 4 to 5 years, involves over 590 streets spanning 175 miles. [See Street and Sidewalk Improvement Map.]

RECOMMENDED DESIGN STANDARDS

Asheville's street system includes freeways, expressways, major thoroughfares, and minor thoroughfares. Collector and local streets provide circulation within areas of the City and access to the major thoroughfare system. Definitions of the street types are:

FREEWAYS, EXPRESSWAYS: Divided multi-lane roadways providing for continuous flow of traffic at relatively high speeds with direct access to abutting property controlled and limited to connecting ramp locations.

MAJOR THOROUGHFARES: Highways and major streets with limited access that provide high-volume travel corridors to connect major generators of traffic, serve to provide for complete circulation of traffic, and function as crosstown connectors between major radials (freeways).

MINOR THOROUGHFARES: Streets designed to collect and distribute traffic from large land areas to major thoroughfares, residential and commercial areas, and areas which generate high volumes of traffic.

COLLECTOR STREETS: A local access street which serves as a connector street between local residential streets and the thoroughfare system.

LOCAL STREETS: Streets that provide access to residential, business or other abutting property designed to carry low volume, low-speed traffic.

The Thoroughfare Plan shall be used as a general guide for the construction of new thoroughfares and the improvements to existing thoroughfares. Design standards are established for all major and minor thoroughfare streets and any development within the area of one of

these streets shall conform and meet the requirements as prescribed therein. The design for all streets and roads, to be constructed within the City of Asheville, shall be in accordance with the following basic standards:

BASIC DESIGN STANDARDS

1. Level of Service "C" as defined in the Highway Capacity Manual, Transportation Research Board, Special Report 209, 1985.
2. a. Freeways, expressways, 4-6 lanes, 175 feet — 300 feet right-of-way;
b. Major thoroughfares, 4-6 lanes, 80 feet — 100 feet right-of-way;
c. Minor thoroughfares, 2-4 lanes, 60 feet — 80 feet right-of-way;
d. Collector, local, 2 lanes, 50 feet, including right-of-way, where feasible.
3. Lane Width — 12 feet, where feasible.
4. Pavement Width — For freeways and expressways: two divided roadway sections at 24-36 feet and paved shoulders for major thoroughfares: 52-76 feet depending on number of

lanes required; for minor thoroughfares: 28-52 feet depending on number of lanes required.

5. Design Speed — 60 m.p.h. for freeways and expressways, 50 m.p.h. for major thoroughfares, 40 m.p.h. for minor thoroughfares.
6. Maximum Grades: Freeways and expressways, major and minor thoroughfares — 6%, collector — 8%, local — 12%.

PLANNING STANDARDS

1. 10 feet "utility corridor" will be reserved at one side and adjacent to street, where feasible.
2. Underground installation will be required, where feasible, of any new utility lines for development.
3. All new streets will be built to City standards — no "private streets."
4. One side only parking will be allowed on streets that are less than 34 feet in width, unless the street is so narrow as to not allow this type parking and still maintain traffic flow.



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OBJECTIVES AND TOOLS

To develop and encourage the efficient use of a multi-modal transportation system that provides an optimum level of service, choice, mobility, convenience and safety.

- Maintain a current, comprehensive highway plan as one element of the transportation plan.
- Re-evaluate the Thoroughfare Plan, based on new and potential development, set new priorities, and work toward implementation of the Plan.
- Using the Zoning Ordinance and Subdivision Ordinance as tools for implementation, require that all new streets be constructed to meet the Recommended Design Standards.

To improve existing streets, intersections, and traffic signalization and to prepare a maintenance program to preserve these improvements.

- Update and maintain a street inventory that reflects the condition and maintenance needs of all City streets.
- Improve and widen City streets to standard (or acceptable) cross sections.
- Improve intersections, including adding turnlanes, channelization, and revise signalization where needed.
- Use traffic controls, such as prohibiting left-turn, removal of on-street parking, and adding parking restrictions during peak hours.
- Improve traffic flow on Merrimon Avenue.
- Include restrictions which would protect all future right-of-ways in the review process for any new development planned along designated major transportation corridors.

TRAFFIC SIGNALIZATION

In 1982, the City of Asheville hired a consultant to conduct a feasibility study assessing current and future traffic control needs in the downtown and to identify possible alternative systems of master traffic control. The objectives of the study focused on minimizing congestion, reducing user costs and travel time along with reducing the frequency and severity of traffic accidents. The City desired to provide a signal system exempt from technological obsolescence, and one which would be climate resistant.

A sophisticated state-of-the-art microprocessor system was chosen to provide a two-way communication link between the controllers and a master computer. The feasibility of the chosen system allows for a continual analysis of traffic demands, which, in turn, determines specific timing sequences.

The City Public Works Department began in the fall of 1986 the scheduling of the most problematic corridors for signalization improvements. Patton

Avenue/College Street will be the first corridor to be placed on the system with Biltmore Avenue/Broadway Avenue, Hilliard Street, and Haywood Street to follow. The entire downtown signalization should be complete in two and one half years.

OBJECTIVES AND TOOLS

To provide more efficient traffic circulation throughout the City.

- Examine additional corridors in need of signalization improvements and add these streets to the microprocessor framework.
- Continue to explore new ways of minimizing transportation costs by the use of state-of-the-art signalization equipment.
- Coordination and synchronization of all traffic lights to create more efficient movement of traffic.
- Explore new ways of interrupting routine signal operation to provide for more efficient movement of emergency vehicles.



STREETLIGHTING

For many years, the City of Asheville installed streetlights in both residential and commercial areas upon the request of property owners. In recent years, however, the Traffic Engineering Division of the City of Asheville has developed a specific policy for assessing the need for spacing and quantity of streetlights which the City will provide and maintain. The existing policy is shown below.

GENERAL DESIGN CRITERIA AND STANDARDS

1. The installation or replacement of streetlights shall be planned and carried out so as to minimize hazards and interference with vehicular and pedestrian traffic.
2. Spacing: General spacing requirements to be utilized are as follows:
 - a. For Residential Use:
 - (1) 250 feet to 300 feet in a straight line pattern, or
 - (2) 125 feet to 150 feet when a staggered pattern is indicated.
 - b. For major Arterial Roadway Use:
 - (1) 150 feet to 200 feet where a straight line pattern is indicated, or
 - (2) 75 feet to 100 feet where a staggered pattern is indicated.
 - c. For Business District Use:
 - (1) 110 feet to 160 feet where a straight line pattern is indicated, or
 - (2) 55 feet to 80 feet where a staggered pattern is indicated.

The Traffic Engineer may vary these suggested standards when it is determined that adverse topography, roadway geometrics and design, the presence of natural vegetation, or any other adverse conditions exist. In such instances, the Traffic Engineer may reduce the spacing

requirements or require a clustering of lights to prevent a hazardous condition.

3. Lumens:

- a. For residential, 7,000-12,000 lumen lights shall be the minimum used.
- b. For commercial districts, 22,000 to 50,000 lumen lights shall be the minimum used.

These lights may either be of mercury or sodium vapor and shall be enclosed so as to maximize the available lighting.

4. Placement of Support Standards:

Whenever possible, existing poles or standards shall be used to attach the streetlight(s); however, the use of more decorative attachment structures shall be permitted upon agreement between Carolina Power and Light Company, the requesting party, and the City of Asheville.

5. Disconnections:

If, in the opinion of the City Manager, the existing lighting pattern for a specified area seems to be excessive, he may ask that the Traffic Engineering Division and the Police Department initiate a study to determine the advantages or disadvantages of removing or redesigning a portion or all of the existing lighting. However, prior to the removal or redesign of said lighting patterns, all adjoining property owners shall be contacted for their suggestions.

6. Expressway or Interstate Lighting:

Any lighting on existing or future expressway or interstate highways within the City of Asheville shall be done only upon completion of a municipal agreement between the City of Asheville and the Department of Transportation.

7. Charge for Underground Service:

Any person(s) requesting streetlighting

in areas where underground service is in place, or is required, should be advised that a one-time service fee, per pole, will be charged by Carolina Power and Light Company. The City of Asheville will not assume responsibility for payment of any fees associated with underground service installation or connection. Arrangements shall be made between the requesting party and Carolina Power & Light for payment of all underground service fees, prior to acceptance of the lighting by the City.

OBJECTIVES AND TOOLS

To continue to follow and update the policy for assessing streetlighting needs throughout the City of Asheville.

- Install new, redesigned, or replaced streetlights on the basis of the General Design Criteria and Standards established by the Traffic Engineering Division of the City of Asheville.
- Continuously re-evaluate and update the City's streetlighting policy based on new techniques in the field.
- Institute as part of the streetlighting policy a section that limits streetlighting provision to City-owned and maintained streets or state system streets inside the City limits.

SIDEWALKS

In April 1986, the City of Asheville Public Works Department inventoried the existing City sidewalks to identify areas of need and improvement. Currently, in the City limits there exists an estimated 110 "sidewalk miles" (one side of the street only; figure must be doubled for the equivalent of a street mile). The 1986 sidewalk survey for the City of Asheville is illustrated on the Street and Sidewalk Improvement Map.

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Good/very good, fair, and poor/very poor ratings have been assigned to each existing sidewalk in the City limits. The sidewalk survey estimates 19 miles of sidewalks in good/very good condition, 21 miles in fair condition, and 53 miles in poor/very poor condition. In addition, 120 sidewalk miles were recommended to be constructed throughout the City. After assessing the overall condition of an existing sidewalk, a priority sequence derived from the usage and pedestrian traffic has determined where and when the improvements are planned. Primary targets for immediate improvements are areas adjacent to major arteries, those areas in a close proximity to public assembly sites (schools, churches, recreation centers, etc.) and any location where a sidewalk is needed for public safety.

It has been suggested that existing sidewalks in poor/very poor condition will receive first attention for improvements followed by:

- Major traffic corridors (Hendersonville Rd., Patton Ave., etc., with attention given to the entrances of the City).
- Those areas which are major generators of pedestrian traffic (areas within a ¼ mile of schools and churches).
- Residential neighborhoods.

In September 1986, the City of Asheville passed a \$17 million dollar streets and sidewalks bond. Part of the total money allotted will be used to replace and construct 159 sidewalks covering 69 miles throughout the City. These sidewalk improvements are slated for completion over a four year period, costing a total of \$8,700,000.

OBJECTIVES AND TOOLS

To improve existing sidewalks throughout the City.

- Implement improvements as deter-

mined by the sidewalk survey developed by the City of Asheville Public Works Department.

To construct new sidewalks in areas throughout the City where a need is determined.

- Include sidewalk construction in conjunction with school improvements or new school construction (where a need is determined).
- Include the construction of new sidewalks as part of the improvement to a street or the construction of a new highway (where a need is determined).
- Require developers to provide pedestrian walkways in conjunction with a new development (revision of the subdivision and group development ordinances).
- Explore the development and use of innovative construction materials and different sidewalk types, i.e., dirt footpaths, white gravel, cedar chips in certain areas.

To explore creative funding options to finance the new construction of City sidewalks.

- Encourage individuals, community/neighborhood groups to help in providing funding for new sidewalks in their neighborhoods.
- Consider local-option tax assessments to pay for the construction of new sidewalks.

STREET AND OCCUPANCY IDENTIFICATION

During the 1920s, the City of Asheville erected concrete markers at local street intersections and until the 1980s, these markers have comprised the street identification system for the City. By the end of 1987, however, the City's Public Works Department will complete a



comprehensive signage project replacing all of the outdated markers. New, standardized, easily identifiable, green street signs have been erected at 1,931 intersections City-wide.

OBJECTIVES AND TOOLS

To continue the maintenance and replacement of stolen/damaged signage.

- Establish a site inspection calendar to continually monitor signs for repairs and replacement.

To improve the street and occupancy identification system for the City.

- Re-name streets where inconsistencies and/or duplication occurs.
- Establish uniform policy for the replacement of street identification signs.
- Encourage proper placement of accurate building address numbers through enforcement of appropriate City codes.



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PUBLIC TRANSPORTATION

Public transportation was first introduced to Asheville during the late 1800's in the form of a trolley car system operated by Carolina Power and Light (CP&L) Company. White Transportation, a private company, purchased the system from CP&L in the late 1940s, added transit buses, and operated the public transportation system in Asheville until 1967. In that year, the City of Asheville bought the system from White Transportation and has continued to own the system since that time.

Policies governing the operation of the Asheville transit system are set by the Asheville Transit Authority. The Authority is composed of a seven-member board that is appointed by the Asheville City Council. The Transit Authority has contracted, since 1974, with City Coach Lines of Jacksonville, Florida, to handle the management of the system. Since 1974, the City of Asheville has also contracted with the United States Urban Mass Transit Administration (UMTA), which has provided major financial assistance for Asheville transit operations. Federal funding for UMTA beyond fiscal year 1987 is uncertain.

In 1986, the Asheville Transit Authority used sixteen (16) routes to serve Asheville six days a week from 5:30 a.m. to 7:30 p.m. Ridership for 1985 was 1,380,772, down 23.6% from the 1975 ridership of 1,806,252. [See Transit Map.]

OBJECTIVES AND TOOLS

To provide an adequate, established bus route system throughout the City of Asheville.

- Utilize aggressive marketing techniques, rider incentives, and other strategies to increase transit ridership.
- Investigate the assumption of the Asheville bus system by private sector

operators.

- Extend bus service in the City to areas in which the demand is sufficient to justify the service.
- Investigate the possibility of using smaller buses for appropriate routes in the transit system.
- Continue to provide bus service with 30-minute headways during peak periods and one-hour headways during non-peak periods along established routes.
- Encourage land development patterns that can be effectively served by the Asheville Transit System.
- Examine the demand for "express

transit service" (service with few stops between major points).

- Add schedule signs at bus stops.

To provide attractive public transportation alternatives in addition to public bus service.

- Establish programs and technical assistance to encourage carpools, vanpools, group taxis, or other ridership systems.
- Encourage businesses and industries to support the use of carpools and transit.
- Establish an alternative trolley bus system through downtown and to major tourist areas.





LEGEND

Transit Route 

TRANSIT MAP

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ASHEVILLE REGIONAL AIRPORT

The Asheville Regional Airport is Western North Carolina's major air terminal providing a port of entry for freight and passenger service for over 350,000 area residents. In 1985, the Airport had its busiest year since 1978 with 189,377 passenger enplanements. Piedmont Airlines is the Asheville Airport's major commercial carrier making connections to over 100 cities. Other carriers serving the Airport include Atlantic Southeast Airlines/Delta, Eastern Metro Express/Eastern, American Eagle/American, and Piedmont Commuter.

Area businesses and industry view the airport as a vital transportation network for their daily operations, primarily serving corporate and sales personnel. As Asheville's tourism and convention industry increases so will the need for additional air service to the area. It is projected that the number of passengers served at the airport will double over the next twenty years.

To accommodate the increasing demand for quality air service and to alleviate an overcrowded ticket lobby, baggage claims and airline operating spaces, the Airport Authority has recently completed a Terminal Systems Analysis Program which has indicated that \$20 million will be needed for the expansion of the terminal area over the next 20 years.

Immediate and near-term needs (1986-1990) are targeted to accommodate additional airlines serving the Asheville area and an increase in passengers utilizing the terminal. These needs include; expansion of the ticket lobby space, additional airline counterspace and general operating space, an improved and enlarged baggage claim area, improved curb access and circulation, expansion of parking facilities, and addi-

tional concession space. During these years, restructuring of the existing airport configuration will be completed to allow for future expansion.

Mid-term needs (1990-2000) focus on second level loading for larger aircraft to be able to service the terminal. The ticketing wing, baggage claim area and parking facilities will be expanded.

Long-term needs (2000 and beyond) will be accommodated as they are identified through a restructured terminal starting in 1986 and continuing throughout the terminal program ■

OBJECTIVES AND TOOLS

To work with the Asheville Airport Authority in its provision of quality air service to area residents while expanding the realm of opportunity for local business and industry.

- Improve and enlarge airline ticket lobby to allow for more efficient service.
- Improve and greatly expand concessionaire areas in the lobby of the

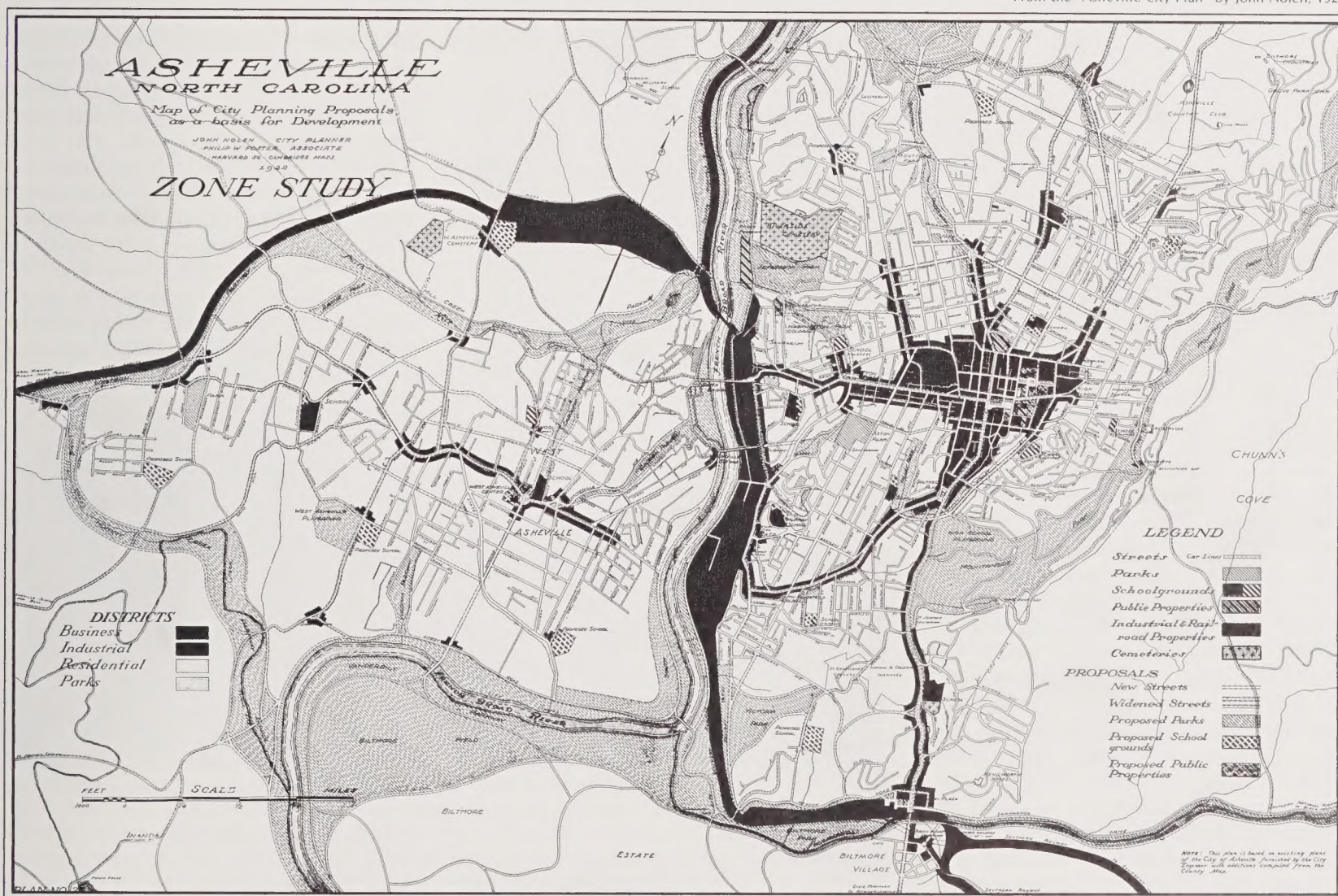
airport to service passengers.

- Improve passenger boarding areas by providing second level boarding bridges.
- Encourage a continued strong relationship between area businesses and industry to promote aviation travel to corporate headquarters and sales conferences/meetings.
- Examine new avenues of funding to substitute for dwindling state and federal sources to accomplish the expansion improvements.
- Seek the cooperation of Henderson County to plan for expansion of the airport facilities through the use of land use controls.
- Expand the general aviation parking for additional aircraft and construct additional hangars for the fixed-base aircraft.
- Encourage tree plantings and landscaping in improvements to parking area, grounds and entrance road.



PUBLIC UTILITIES

From the "Asheville City Plan" by John Nolen, 1922.



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WATER SERVICE

GOAL: A high quality and quantity water supply and distribution system which serves the domestic, recreational, commercial, agricultural, and fire protection needs of the community at the most economical price possible.

Water services were first introduced to the Asheville area with the ratification of a construction contract for a water system by the Asheville City Council in 1883. During the development boom of the mid-1920s, extensive construction of water and sewer lines took place in developing areas of Buncombe County under the guidance and administration of twelve independent utility districts. However, the collapse of the Asheville land boom and the Depression brought about bankruptcy for these districts, and with the refinancing of the defaulted bonds, the Buncombe County Board of Commissioners assumed the responsibility for all the water and sewer facilities in the County except the Woodfin Water and Sewer District.

Today, there are five governmental units which own, operate and maintain water lines in Buncombe County. These are: the Woodfin Water and Sanitary District, the City of Asheville system, operated by the Asheville-Buncombe Water Authority, the Towns of Biltmore Forest, Black Mountain, and Weaverville.

The City of Asheville's system, operated by the Asheville-Buncombe Water Authority, by far the largest of these systems, services all areas of the City of Asheville and most of the unincorporated developed areas in the County. Other areas of the County are served by private systems or individual wells. The Authority, formed in 1981 under an agreement made between the Asheville City Council and the Buncombe County Board of

Commissioners, is headed by a Board of seven members selected by the Council, the Board of Commissioners and the Water Authority. The Water Authority Board is responsible for adopting and implementing operational rules, policies and procedures, and carrying out long range planning for the water system.

As stated before, the Authority oversees the Asheville-Buncombe Water System which is supplied by the North Fork and Bee Tree Reservoirs (and plants) situated within a 30 square mile watershed in the eastern portion of Buncombe County. The North Fork Plant was constructed in 1977; the Bee Tree Plant was completed in January 1987.

Prior to 1977, water in the Asheville-Buncombe System was treated with chlorine and fluoride and transmitted to the service area. In 1977, a direct filtration plant was completed at the North Fork Reservoir with a treatment capacity of 25,000,000 gallons per day. The Bee Tree Plant has a treatment capacity of 5,000,000 gallons per day. This combined capacity level is designed

to meet the needs of Buncombe County well into the 1990's.

Treated water from North Fork and Bee Tree Plants is stored in seventeen (17) active storage facilities located throughout the area. Fourteen of these storage facilities are illustrated on the Existing and Proposed Water Plan Map.

From these storage facilities, the water in the Asheville-Buncombe System is distributed throughout the area. Water in the system flows mostly by gravity but in some areas is pumped to reach the higher elevations in the southern, northern, and western areas of metropolitan Asheville. [See Water Pump Station Table and Existing and Proposed Water Plan Map.]

There are over 900 miles of lines carrying water in the Asheville-Buncombe Water Authority System. Due to the age of the meters and much of this distribution system, as of 1986, thirty-five (35) percent of the water leaving the plant was lost through leakage or improperly metered lines. In 1970, water loss was fifty (50) percent ■



NOTE: The City of Asheville's Department of Water and Sewer Services had studies conducted by consulting engineers to determine what water source would meet the long-term requirements of Buncombe County. After completion of feasibility studies of all potential sources in the area, it was determined that the French Broad River would best serve as the ultimate water source for the community. The French Broad River was reclassified to permit its use as a water source and the Authority committed to that project.

WATER STORAGE FACILITIES

Site	Capacity Million Gallon
Clearwell at N. Fork	5.00
White Fawn Reservoir	11.00
Beaucatcher Reservoir	5.00
S. Buncombe Tank	5.00
Mills Gap Tank	0.50
Mt. Royal Tank	0.05
Rosscraggon Tank	0.20
Lutheridge Tank	0.50
Mine Hole Gap Tank	0.50
Youngs Cove Tank	0.50
Patton Mtn. Tank	0.50
Peach Knob Tank	0.11
Gumperts Tank	0.05
Allen Mtn. Reservoir	0.02
Riceville Forest	0.02
Oteen	0.40
West Asheville Tank	3.00
TOTAL	32.35

OBJECTIVES AND TOOLS

To pursue the development of the French Broad River water supply source.

- Complete engineering studies and examination of funding alternatives for the French Broad River Treatment Plant.
- Construct the French Broad River 10 MGD (million gallons per day) Treatment Plant. This plant will be designed for expansion up to 20 MGD per day.
- Develop a water supply protection plan to protect the operation of the French Broad River Treatment Plant.

To upgrade the City's water distribution/fire protection system.

- Continue the program the Water Authority began in 1983 to budget \$500,000 per year to improve water

distribution system deficiencies.

- Enhance maintenance of fire protection water delivery system and analyze the present system with a view towards replacement of system elements that do not deliver adequate water for firefighting purposes.
- Develop standards for fire protection water supply in new developments and subdivisions.
- Develop a system of identifying and mapping all water mains, cut-off valves, and location of hydrants.

To provide for accurate and comprehensive mapping of the City's infrastructure.

- Upgrade existing water system maps of the City of Asheville.

- Pursue the purchase of a computerized topographic/infrastructure mapping program for the City of Asheville.

To provide a phased program whereby the Asheville-Buncombe Water System will be expanded to provide water service to unserved areas.

- Optimize current water facilities and resources.

Projects:

- Bee Tree Dam Renovation
- Peach Knob Reservoir Renovation



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- Eliminate system deficiencies caused by fragmentation and provide the capability for expansion of the existing system into unserved areas.

Projects:

Kenilworth-Hendersonville Rd.
— 24 inch main
Beaverdam Reservoir
Sand Hill-Edgewood Rd. —
16 inch main
Johnson Blvd. — West Buncombe —
16 inch main
Biltmore Avenue —
Replace 2,000 feet of 2 inch water
line from S. Charlotte St. to White
Fawn Drive
Davenport Road —
2,000 feet of 6 inch main from
Brevard Road to Vance Crescent
to create a loop
Waynesville Avenue —
1,500 feet of 6 inch main from
Millbrook to Craven Street to
create a loop
Haywood Road —
3,500 feet of 6 inch main from
Brownwood to Craven Street
Riverview Drive —
3,000 feet of 6 inch main from
Haywood Road to Riverside Drive
flow meter
Pond Road —
Replace 2,000 feet of 2 inch line
School Road —
3,000 feet of 6 inch main —
Onteora Blvd. to Winston Avenue
Liberty Street —
2,500 feet of 6 inch main —
Fairview Road to Raleigh Road
Underwood Road —
3,000 feet of 6 inch main
English Drive —
1,000 feet of 6 inch main
Windswept Drive —
6,500 feet of 6 inch main

WATER PUMP STATIONS

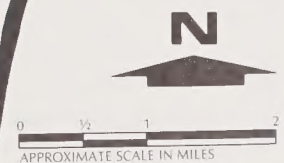
Location	Pumps	Output (Gallons Per Minute)
Allen Mountain	1	3
Ballentree (Lower)	3	35; 150; 150
Ballentree II (Upper)	2	40; 100
Patton Mountain	2	300; 200
Beaverdam	2	600; 600
Busbee/Blake	2	50; 50
Cedarhill	1	5-40
Chunns Cove	2	80
Deaverview	1	50
Enka Lake	1	50
Gumperts	1	35
Haw Creek	1	
Lutheridge	2	200; 200
Mine Hole Gap	2	200; 200
Mount Royal	2	40; 40
Oak Hill	2	75; 75
Park Avenue	2	40; 40
Patton Avenue	1	750
Peach Knob	2	200; 200
Rosscraggon	2	165; 165
Riceville Forest	1	40
South Buncombe	3	1,200; 1,200; 1,200
Leicester	2	750; 750
Sand Hill	2	20-50
CTS (Mills Gap)	2	100; 100
Weston Road	2	750; 750
Stradley Mountain	1	80
Tiny Farms	1	50
Youngs Cove	2	200; 200



LEGEND

- Existing Water Line 
- Proposed Water Line 
- Existing Reservoir 
- Proposed Reservoir 
- Existing Pump Station 

EXISTING AND PROPOSED WATER PLAN MAP



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SEWER SERVICE

GOAL: A high quality sewerage serving the needs of the community in an environmentally safe manner.

The City of Asheville Sewer System consists of some 400 miles of sewer main ranging in size from 4 inches through 24 inches. Primarily because of age, the existing system has deteriorated to the point that unsanitary conditions prevail in certain areas. At the same time, because of growth within the City limits, certain areas of the system have become overtaxed. As a result, development growth in certain areas has been limited.

Historically, the sewer system expansion has been enacted to comply with annexation law, and the upgrading/replacement plan developed to eliminate severe unsanitary conditions and to satisfy local and state health agencies. The rehabilitation and upgrading of the sewer system has become a major concern even with the future proposed takeover of the sewer system by the Metropolitan Sewer District. Because of the deteriorated state of the system and maintenance costs which could easily exceed the cost of replacement, a Sewer Master Plan was developed in May of 1986, with the intention of addressing the concerns on a priority basis.

The Sewer Master Plan is a phased, prioritized program whereby the sewer system, in the corporate city limits of Asheville, may be rehabilitated to eliminate unsanitary conditions, and upgraded/rehabilitated in those areas with potential for growth. The rehabilitation portion of the plan will require replacement of existing facilities with systems of similar size in areas where no potential for growth exists. This is intended to

eliminate unsanitary situations caused by system deterioration only. Equal size piping replacement will provide adequate flow capacity for areas served.

The upgrading portion of the Sewer Master Plan addresses those areas of the system which have the potential for growth and which will require rehabilitation. Upgrading/rehabilitation will consist of replacement of existing facilities with systems of adequate sizing to provide a capacity sufficient to provide sewer service to an area if development should reach its potential, while at the same time eliminating unsanitary problems caused by deteriorated sewer systems. [See Existing and Proposed Sewerage Plan Map.] ■

OBJECTIVES AND TOOLS

To provide a phased, prioritized program whereby the sewer system within corporate City limits of Asheville will be rehabilitated and/or upgraded to eliminate unsanitary conditions, and upgraded/rehabilitated in those areas with potential for growth.

- First priority
Haw Creek Collector; 20" line
- Second priority
Smith Mill Creek; 12" line
Beaverdam Collector; 16" line
Caledonia Road; 10" line
Sandhill Rd. to Sulphur Springs; 10" line
Cub Road; 8" line
Woodland Avenue; 12" line
Kenilworth Lake; 15" line
Lakeshore Drive; 8" line
Parkway Forest; 8" line
- Third priority
Macon Avenue; 10" line
Patton Avenue to Deaverview Road; 10" line
Waters Road; 8" line

Midland Drive; 8" line
Richmond Hill Drive; 8" line
Skyview Terrace; 8" line
Fairfax Avenue; 8" line
White Pine Drive; 8" line
Lakewood Road; 8" line

- Fourth priority
London Road; 10" line
Harnett Street; 8" line
Morningside Drive; 8" line
Campground Road/U.S. 70 East; 8" line
Euclid Parkway; 8" line
East and West Avon; 8" line
Merrimon Avenue — 1 and 2; 8" line
Trotter Place; 8" line
Beverly Road; 8" line

To provide for accurate and comprehensive mapping of the City's infrastructure.

- Upgrade existing maps of the City's sewer system.
- Pursue the purchase of a computerized topographic/infrastructure mapping program for the City of Asheville.

LEGEND

- Existing Sewer Line 
- Proposed Sewer Line 
- Existing Treatment Plant 

EXISTING AND PROPOSED SEWERAGE MAP



0 1/2 1 2
APPROXIMATE SCALE IN MILES

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STORMWATER MANAGEMENT

GOAL: An adequate system of storm drainage which protects public safety and property during flooding as well as during normal water runoff.

The stormwater management programming for the City of Asheville is primarily handled by the Streets Division of the Department of Public Works, whose responsibility includes small scale construction, replacement, or additions; and the City Water, Sewer and Engineering Department which oversees the implementation of capital project design.

The existing City stormwater system has, over the years, evolved into its present condition, never having the advantage of master planning as a guide. Currently, the City is faced with a stormwater system which is outdated, supporting an incomplete inventory of existing storm sewers, insufficient personnel to maintain or improve existing drainage and a lack of funding for system planning, operation, construction and maintenance.

In 1984, the City Engineering Division was asked to conduct a study of the stormwater system to determine the extent of needed improvements along with cost estimates for necessary corrections. The Land-of-Sky Regional Council was consulted to assist the City in developing a comprehensive stormwater management plan. In 1985, the Environmental Protection Agency (EPA), in response to recent court decisions, ruled that stormwater collection systems in eleven North Carolina cities, including Asheville, would be required to obtain pollution control permits for all discharge points by 1989. This ruling greatly con-

tributed to the urgency of the development of a comprehensive stormwater control plan and the needed mapping to define the individual discharge points.

An Asheville Urban Stormwater Management Project Status Report was completed by Land-of-Sky in December of 1986, recommending a completely updated drainage system, inventory, mapping and modeling along with a comprehensive master plan. The report set goals and objectives for existing facilities and alternative storm sewer management systems along with suggestions for financing. The U.S. Geological Survey is in the process of evaluating stormwater runoff from three small drainage areas within the City, with respect to flows, rainfall, and water quality ■

OBJECTIVES AND TOOLS

To actively pursue the implementation of the Comprehensive Stormwater Control Plan as developed by the Land-of-Sky Regional Council and City Water, Sewer and Engineering Department.

- Execute the hiring of a consulting engineering firm to prepare a master stormwater drainage plan for the City.
- Establish a multi-disciplinary task force to be responsible for advising project planners on matters associated with the development of a comprehensive stormwater management system.
- Draft interim stormwater control ordinance(s) to protect health, safety and welfare of the public, by prohibiting any new development on the top of existing drainage structures until those structures can be identified and mapped.
- Incorporate hydrologic and water quality modeling with computer-

ized mapping to predict the impact of stormwater runoff from new development.

To provide for accurate and comprehensive mapping of the City's infrastructure.

- Inventory and document the existing physical stormwater drainage system for the City of Asheville.
- Pursue the purchase of a computerized topographic/infrastructure mapping program for the City of Asheville.

SOLID WASTE DISPOSAL

GOAL: Safe and adequate facilities for removal, disposal, and reduction of solid waste.

The City of Asheville currently provides its own solid waste collection services, and disposes of this refuse at the sanitary landfill (owned and maintained by Buncombe County), located on NC 191, north of the City limits. Prior to 1980, refuse was deposited at the landfill owned by the City on Beaverdam Creek Road, which is now non-operational.

A County-owned and operated refuse transfer station, located at the intersection of I-40 and I-26, provides another disposal point, making collection of solid wastes a more efficient process. The refuse collected here is compacted at this location and then transferred by the County to the landfill in large truckloads.

The City Sanitation Division has seen an increase in solid waste disposal over the past five years, due in part to population increase, the trend towards more disposable consumer items, and better refuse collection services ■

OBJECTIVES AND TOOLS

To reduce the amount of solid waste entering the landfill in an attempt to increase landfill life expectancy extending the remaining eight year life span of the current landfill.

- Encourage the County Commissioners to implement stricter enforcement and more effective monitoring techniques of all landfill activities in an attempt to regulate the waste flow.
- Investigate the imposition of fees for certain types of solid waste or increase current tipping fees for waste entering the landfill.
- Investigate the use of source separation.
- Support the investigation by the County Commissioners of a new site for future sanitary land disposal.

To support recent findings and recommendations from the local landfill task force towards recycling.

- Encourage the adoption of a "bottle bill" state-wide requiring returnable deposit bottles.

- Encourage recycling and collection of separated recyclables curbside.
- Encourage the County Commissioners to investigate the establishment of a payback recycling center and supporting satellite recycling centers in different areas of the county.
- Promote comprehensive public education programming towards the benefits of recycling.

To encourage cost benefit analysis of the present sanitary landfill program.

- Consider the purchase of a wood waste tub grinder to eliminate the volume of leaves and brush currently entering landfill, then recycling the by-product for resale.
- Support the investigation of waste disposal methods which might create usable products, i.e., solid fuel, steam, compost, to reduce amount of waste landfilled.

HAZARDOUS MATERIALS

GOAL: A comprehensive policy for the identification, use, storage and disposal of hazardous materials in order to protect the health, safety and welfare of the citizenry.

Hazardous waste management is of a growing concern in the Asheville area. The presence of hazardous waste, hazardous materials and toxic substances within the City's jurisdiction must be determined and the City's responsibilities, risks and liabilities evaluated. Waste from small quantity waste generators, wastes generated from municipal facilities, and transportation of hazardous materials throughout the City must be reviewed to determine appropriate policies.

Buncombe County has in place a disaster relief and assistance plan to respond to incidents involving hazardous materials. The plan was drafted to provide "first response" and "incident management" guidance during potentially hazardous situations. The Buncombe County Emergency Management and the Emergency Preparedness Coordinator manage planning in this area. A hazardous material accident team for the County, known as the "red team", is composed of ten members with the experience, education, and expertise to provide guidance and direction in situation tactics, stabilization, clean-up, and personnel protection.

The North Carolina 1981 Waste Management Act seeks safe management and disposal of hazardous waste and low-level radioactive wastes. The Act limits regulations local governments may make with regard to site locations for waste facilities and waste landfilling. State and federal regulations require



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local governments to be creative in finding new ways to regulate hazardous materials ■

OBJECTIVES AND TOOLS

To create a comprehensive hazardous waste management plan for the City of Asheville.

- Initiate an inventory of hazardous waste generators.
- Encourage educational programming through schools and the media raising awareness towards toxic materials at home and work.
- Purchase the hazardous preparedness equipment required, and train an appropriate size Fire Department staff to react to emergency situations.
- Support the establishment of an Enhanced County-wide 911 emergency number.
- Inform citizens and appropriate City staff with regard to the proper methods of storage, handling and disposal of toxic substances.

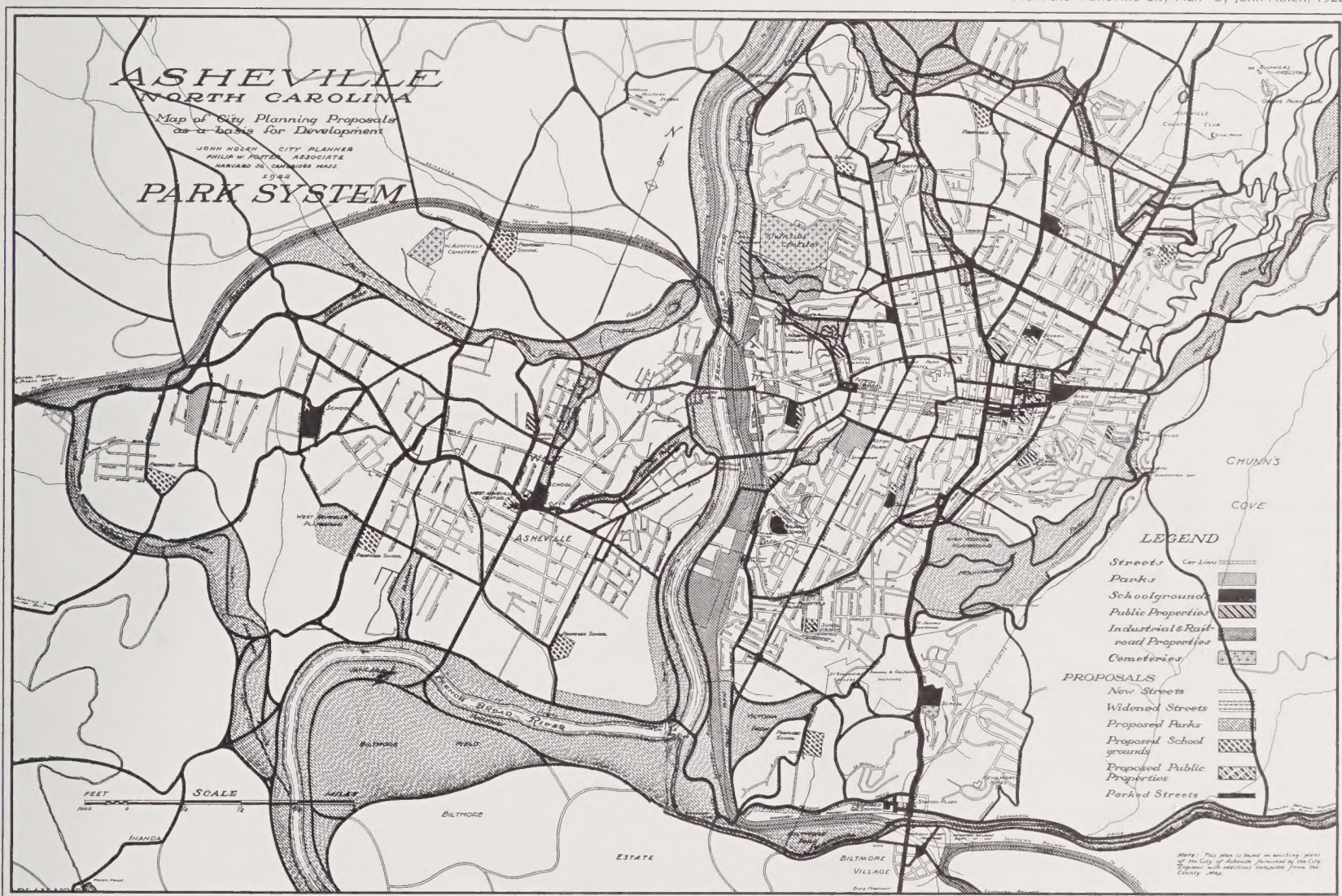
To continuously review City ordinances related to hazardous materials and pursue state-of-the-art techniques for controlling the use, storage, and disposal of such materials.

- Encourage the strengthening of the newly adopted Buncombe County Hazardous Waste and Low-Level Radioactive Waste Management Ordinance by encouraging the County to provide proper disposal.
- Investigate what options are available to the City with regard to the routing of hazardous material, low-level and high-level radioactive waste shipments through the City limits.

- Reduce the susceptibility of harm by establishing buffer zones between those locations and zones, which need protection.

RECREATION AND OPEN SPACE PLANNING

From the "Asheville City Plan" by John Nolen, 1922.



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RECREATION

GOAL: A comprehensive system of recreational facilities and programs that will serve the needs of the community.

Beginning with the turn of the century and the establishment of Montford and Aston Parks, the City of Asheville has continuously engaged in the provision of recreational facilities for City residents and visitors. Major park development and expansion occurred in the 1920s and in the late 1960s. In 1982, through the Water Agreement, the City of Asheville agreed to transfer, over a three year period, certain recreational facilities to the County (Lake Julian, the Municipal Golf Course, Recreation Park, WNC Nature Center, a portion of Aston Park, and McCormick Field). The transfer of these facilities has brought the City of Asheville's Park System to its current level.

Under the current City governmental structure, the Asheville Parks, Recreation and Public Facilities Department exists as a line department under the direction of a Parks and Recreation Director responsible to the City Manager. The Recreation Department has a staff of approximately 70 to 80 full-time personnel with approximately 200 part-time and seasonal employees. The Asheville City Council appoints a Parks and Recreation Advisory Board which serves in an advisory capacity to the Council, the City Manager, and the Department and makes recommendations regarding recreation policies, programs, personnel, finances and land acquisition.

The Recreation Department owns and operates numerous recreation facilities which are located throughout the City. Recreation centers are often combined with a park facility and play an important role in the availability of recreation

services. Additionally, the Department has use of Asheville City School facilities which are traded for in-kind use of facilities and services provided by the City. [See Recreational Facilities Map for the location of major recreational facilities in the Asheville area. This map includes City-owned facilities, major County-owned facilities, and school facilities which are utilized by the Parks, Recreation, and Public Facilities Department.]

OBJECTIVES AND TOOLS

To improve the City of Asheville's recreational system through the construction or acquisition of new facilities at appropriate locations.

- Acquire and improve the East Asheville Community Pool and ballfield areas.
- Develop a combination soccer-youth baseball/adult softball field according to the East End Community Development Plan (between Martin

Luther King, Jr. Drive and South Charlotte Street).

- Acquire the necessary land and develop a neighborhood park (with ballfields, basketball courts, playground equipment) in the North Asheville area.
- Develop the old Rankin School property into a neighborhood park with ballfields.
- Develop Murray Hill neighborhood park for lighted softball facilities and concessions.
- Consider the acquisition of the old Lake Craig property and surrounding parcels for development as a sports field complex and community park.
- Develop a long-range plan to renovate and expand the present community centers or construct new community centers to replace the existing facilities in West Asheville, North Asheville, East Asheville, and Murphy-Oakley.





- As the City limits expand, acquire the necessary land and develop neighborhood parks and/or community centers in those areas.
- Acquire the necessary land and/or right to develop a Riverside Park along Amboy Road.
- Work with Lakeview Park Commission to develop a fitness course around Beaver Lake in North Asheville.

To develop and provide recreation programs which will meet the needs of the entire community.

- Encourage citizen input in the development of recreation programs.
- Improve recreation programs designed to serve the needs of special groups including the elderly and handicapped persons.

- Develop procedures and priorities for expanding recreational programming.

To identify needs for routine maintenance, rehabilitation and renovation of existing parks and recreation areas.

- Identify those recreational areas within the City which are in need of rehabilitation and develop specific plans to meet these needs or replace facilities where rehabilitation is not possible.
- Continuously evaluate the need for new facilities (lights, bathrooms and concessions) at existing recreational sites to address improved facility provision at each site.
- Carry out needed improvements (including the addition of lights) to Deaverview Park in West Asheville.

To promote a cooperative relationship between private, public and commercial recreation programs.

- Establish a regular dialogue/system of meetings between City, County and private sector recreation providers.
- Continue efforts to bring about the merger of the City and County recreation departments.
- Continue the existing cooperation with area school systems in the mutual utilization of recreation facilities.

PARK ACREAGE: CITY OF ASHEVILLE

School System Facilities	Acres
1. Asheville Catholic School	1.0
2. Asheville High School	1.0
3. Asheville Jr. High School	8.0
4. Aycock Elementary School	5.0
5. Biltmore School	3.0
6. Claxton Elementary School	1.0
7. Ira B. Jones School	1.0
8. Oak Knoll	1.0
9. Oakley Elementary School	3.0
10. Vance Elementary School	4.0

Housing Authority Facilities

1. Bingham Heights	1.0
2. Eastview	1.0
3. Pisgah View	1.0

Community Centers/Community Parks

1. Burton Street Park	2.3
2. East Asheville	3.0
3. Montford Recreation Park	14.0
4. Murphy-Oakley	7.7
5. Reid Ctr.-E. Riverside Pk.	35.8
6. Shiloh Ctr. & Park	7.0
7. Stephens-Lee Center	3.3
8. West Asheville Center	1.2

Community Parks

1. City-County Plaza	4.7
2. Deaverview Park	10.9
3. Griffing Blvd. Rose Garden	.8
4. Grove Park	2.9

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5. Hall-Fletcher	3.4
6. Kenilworth Park	3.0
7. Lakewood Park	.3
8. Magnolia Park	.9
9. Malvern Hills Park	8.4
10. Memorial Stadium	28.8
11. Montford Park	4.1
12. Mountainside Park	4.0
13. Pack Square	1.0
14. Pritchard Park	.3
15. Rankin School	4.0
16. Richmond Hills	187.0
17. Seven Springs Park	5.0
18. Thomas Wolfe Park	.3
19. Walton Pool & Park	4.8
20. Weaver Park	6.6
21. West Asheville Park	8.6
22. Williams/Ledbetter Field	6.0

Community Centers

1. Harvest House	6.0
2. North Asheville Center	2.0
3. Senior Opportunity Center	.3

County-Operated Facilities

1. Lake Julian	341.0
2. McCormick Field	7.6
3. Municipal Golf Course	126.0
4. Recreation Park	77.5
5. Aston Park	12.5

OPEN SPACE PLANNING

In addition to planning for **active** recreational opportunities, the conservation and reservation of undeveloped open spaces and the preservation of existing waterways for **passive** recreational activities, (hiking, walking, picnicking, etc.) possesses vast potential for the City. The beauty of the mountains and valleys has long been a local attraction and the incorporation of these amenities into recreational planning for the City has been pursued throughout Asheville's history.

Dr. John Nolen, architect of the 1922 Asheville City Plan, envisioned an inner

city mountain ridge park and a riverway park along the French Broad and the Swannanoa Rivers. The park system proposed in 1922, would have taken advantage of an outlying ring of parkways and scenic drives surrounding the central City, serving as a connection for scattered local parks and playgrounds. A large "Country Park" was also proposed near the northern boundary of the City. Financial hard times shortly befell the City and dimmed many of these visions. However, the groundwork developed during the twenties for common land is now stimulating present day planning.

In 1971, the Asheville-Buncombe County Metropolitan Planning Board developed an Open Space and Recreational Areas Plan encompassing an inventory, analysis and program for open space areas within Asheville and Buncombe County. Under this plan, acquisition and development of open land was based upon need rather than location for selection of a parcel. Much of the open space planning and property acquisition during this time was dependent upon federal assistance, as the City, since the 1920s, had acquired little property on its own. New sources of revenue were targeted to meet existing and future needs.

In 1980, an ordinance establishing a floodplain zone for the City was adopted promoting public health, safety and

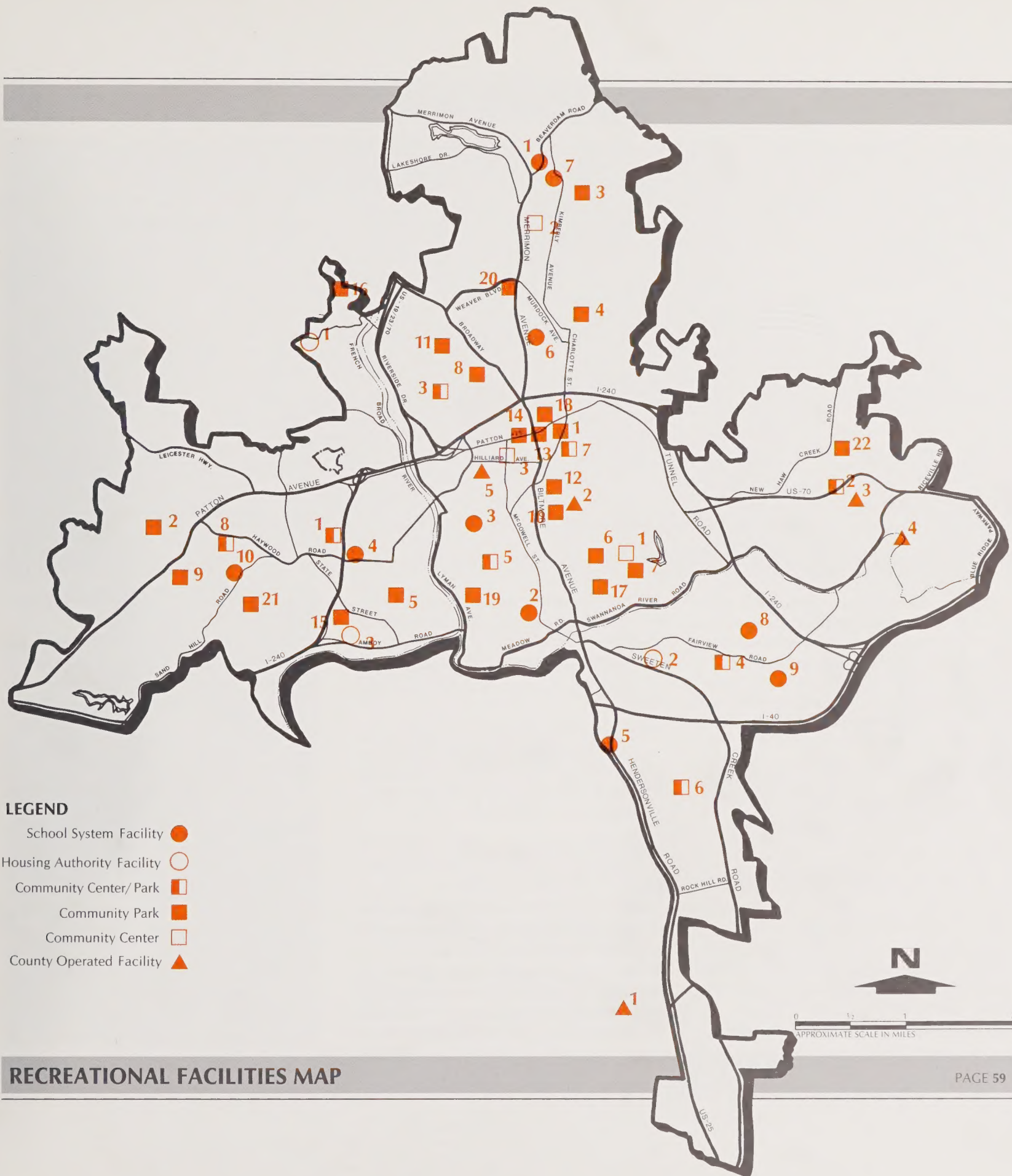
general welfare, as well as reserving area waterway corridors to allow for "parks — open spaces and other similar private and public outdoor recreational uses which do not require paving or buildings."

WATERWAYS

The Asheville urban rivers and their tributaries are valuable natural resources with the potential for vast recreational opportunities. The existing floodplain corridors offer areas for an open space/greenway network following natural courses. Both active and passive recreational activities could shape the waterfront into a key attraction area. However, the heavy industrial sections of the riverfront present a unique challenge, as competition from existing warehouses, stockyards, packing plants and the Southern Railway System exists.

The French Broad River Improvement Program, sponsored by the Land of Sky Regional Council, constructed a series of river access parks along the French Broad River in the late 1970s, although none were constructed within the Asheville urban area. Recent momentum generated by the French Broad River Foundation and the Riverfront Attractions Committee of the Chamber of Commerce, has in the mid-1980s created a climate for continued planning for such projects as bike paths, a riverfront greenway, and river recreation parks of various sizes.





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OPEN SPACE/GREENWAYS

"Blueways," or streams and rivers are the logical beginning corridor for linkage with "greenways," parkways, walkways, jogging paths and bicycle trails. Access to the land obtainable for linear greenways can take many different shapes from utility easements, to railway right-of-ways, transportation corridors, street right-of-ways, medians, and scenic easements. Open space planning has been proven to contribute more to a community when it joins multi-purpose areas together. Provisions for recreational opportunities (outdoor concert areas, trails, preservation of historic resources) often mirror the protection of natural amenities (streams, rivers, vistas, parks.) Together, they shape the urban form as open spaces delineate areas of development.

A possible open space/greenway plan for the City of Asheville could incorporate a design utilizing scenic waterways and planted boulevards and parkways connecting existing parks with proposed open spaces, all interwoven by a bicycle network. Movement from inner city parks, planned to focus attention on important public buildings, to larger less formal open space areas outside the downtown, could provide scale and shape to the overall City. As the center City develops as the hub of Western North Carolina, major transportation corridors into the City could be transformed into flower and tree-lined boulevards connecting the overall network of open spaces.

OBJECTIVES AND TOOLS

To establish a comprehensive linear system of greenways connecting existing and proposed open spaces with a bicycle route system and scenic drives.

- Assign responsibilities of providing

direction towards the adoption of a Greenway Map and Plan to the City of Asheville's Tree Commission, thus expanding the Commission's role.

- Identify and acquire greenway system parcels under an approved plan.
- Incorporate a greenway into Broadway expansion plans.
- Support the Chamber's Riverfront Attractions Committee fund-raising attempts to develop a greenway master plan for the French Broad River and support the hiring of an individual to coordinate planning, serve as a liaison with professional designers, coordinate fund-raising, and oversee site development work.
- Support the French Broad River Foundation's acquisition plans for a greenway along the French Broad by reserving City-owned tax lots to provide needed access and challenging other river property owners to donate easements for rights-of-way.
- Assess maintenance and manpower needs to support a City Greenway Plan.
- Implement a public relations/marketing program aimed at acceptance, education, and volunteer involvement in establishing and maintaining a Greenway Plan.
- Explore means to encourage tree planting between sidewalks and building setback lines.
- Identify major City traffic corridors for establishment as boulevards, parkways and/or scenic drives.
- Encourage the use of the 1983 North Carolina General Assembly's bill providing a State tax credit for land donated to either State or local

governments for conservation purposes, i.e., greenways.

To preserve Asheville's natural amenities and sensitive open space areas for present and future generations.

- Identify and acquire land for an approved City Open Space Plan.
- Develop a composite suitability map of the entire City; listing criteria for assessing sites for reservation and/or protection as open space, i.e., identify maximum use, costs involved, supply and demand, aesthetic value, linkage and location to existing open space or greenway corridors or connectors, accessibility, threat of loss.
- Investigate zoning as a tool to expand protection of open space areas.
- Review location/size of the numerous City-owned tax lots and incorporate where possible these parcels into "green relief" connections to the overall greenway plan.
- Consider the revision of the current group development and subdivision regulations to provide incentives to developers which encourage the reservation of open space/parks.
- Investigate a conservation/buffer district within the City to give protection to open spaces, scenic areas, historic sites, and to provide a natural buffer to other surrounding zoning districts.
- Explore all available tools for acquiring open space in the City, i.e., conservation easements, development rights, zoning restrictions, dedication of subdivision plats, donations, negotiated purchase.

To develop new sources of revenues for the acquisition of greenway rights-of-way and open space parcels.



- Consider implementing user fees from existing City-owned park facilities to provide funding for acquisition, development, and improvements of open spaces.
- Consider a "Green Acre" bond referendum to assist in acquiring additional parks and open spaces.
- Expand the use of ad valorem taxes for acquisition of parks and open spaces.

To provide a comprehensive network of bikeways throughout the City connecting open spaces/parks to schools, area neighborhoods and scenic highways.

- Form a Bikeway Committee to coordinate with the City's Transportation Planning Staff on the development and implementation of a comprehensive bikeway system in conjunction with greenway planning for

the City of Asheville.

- Lobby for and incorporate the construction of bicycle lanes in addition to identifying bike routes for all NC Department of Transportation highway improvements in the City (in particular, those listed on 1986 TIP listing).
- Implement the posting of identification route signs and uniform striping of bike lanes throughout the City as bikeway routes are established.
- Eliminate roadway surface and design hazards to increase cycle safety in the City, i.e. wheel-trapping storm drainage grates, street cleaning with concentration on drainage lane.
- Enforce traffic laws as they relate to cyclists and automobiles (riding against traffic, disregard for traffic signals, lighting of bikes at night, failure of motorists to yield to cyclists).

Seven major open space and/or green parks are targeted for consideration as a framework for a network of major corridors (rivers, streams, and natural open linear spaces) and connectors (bike paths, sidewalks, streets) creating a proposed open space/greenway plan for the City of Asheville. Each geographic area of the City has been considered to allow access to at least one of the large sites/parks with connection to other sites/parks by way of a proposed bicycle network. [See Proposed Open Space/Greenway Map.]

Site A is the current site selected for the proposed 425+ acre WNC Arboretum, located in the Bent Creek area. Planned as demonstration gardens, collections, a "mountain to sea" link trail, a water garden and a visitor center, the Arboretum will be a large, natural state open space. Local flora and ecological relationships will act as an educational tool. Quiet enjoyment will be found from walking trails throughout the proposed area. Proposed bike trails will stem outward from the Arboretum, connecting neighborhoods northeast with the Blue Ridge Parkway and French Broad River.

As mentioned previously, **Site B**, the French Broad River floodplain area is currently being considered by the Chamber of Commerce, the French Broad River Foundation, the Head of Montford Community Development Plan and others as a linear park/greenway study area.

Site C; Proposed for this east/west ribbon of land is a linear open space park reminiscent of the 1904 Riverside Park along the French Broad River. A river access takeout point, bandstands, softball field, fishing, picnic areas and numerous activities are viable options in planning for this new City park. This area will be in conjunction with current plans for development of the Carolina Power and Light Property/Amboy Road. Specific planning for this area will also include parking, canoe access, fishing access, lighting, picnic facilities, restrooms, fitness trail, and a children's playground. Across from this linear park, a proposed sports field complex is to be located at the site of the old Rankin School.

Connected by a bikeway system, **Site D** is the current location of Beaver Lake in North Asheville. Proposed is a "vita parcours" or fitness trail around the entire water feature, restoring the lake as a recreational area. A health fitness trail system consisting of approximately a dozen prefabricated exercise stations at intervals in a brisk walking and jogging course would be constructed. This area is currently being used for these activities without the needed exercise equipment. A parcel of land adjacent to this area and currently owned by the Wolfson Estate could be developed as a low impact, grass parking area, small picnic area and site for a fitness course instruction structure. Funding for this

activity could possibly be underwritten by the local health providers and possibly the donation of the additional land as a memorial by the Wolfson family.

Site D is connected to **Site E** by a bike route and is proposed as an additional open space area for study. This parcel has been considered as a developable space for numerous years and should be encouraged for development as a park by the City school system.

Site F is the proposed **first** corridor link of a greenway system for the City planned in conjunction with the expansion of Broadway Avenue. A linear greenway park running on the west side of the boulevard along the creek is planned. As Broadway Avenue is transformed into a boulevard connecting the University and Botanical Gardens with the central City, this proposed greenway could, in addition, serve as a link to redevelopment plans along the French Broad river.

Site G is the location of the old Lake Craig site, which is now filled and no longer in use as a recreational lake. The Alternatives for Asheville process mentioned on numerous occasions the reviving of this area for use by the public. This site is highlighted in the recreation chapter as a multi-sports field complex ■



COMMUNITY SERVICES AND HUMAN RESOURCES

From the "Asheville City Plan" by John Nolen, 1922.



2010 ASHEVILLE CITY PLAN

POLICE AND FIRE PROTECTION

GOAL: A safe and secure environment for all the citizens of Asheville.

POLICE

The City of Asheville's Police Department has approximately 168 employees (not including part-time school crossing guards or volunteer personnel) organized into four functional units. These units are listed below:

1. Administration — Provides direction, coordination, management, and administrative support for the Department.
2. Patrol — Conducts preliminary criminal investigations, conducts reports on accidents and continuously patrols the City.
3. Support — Provides non-law enforcement services for the City such as parking enforcement, animal control, crime prevention, and community relations.
4. Criminal Investigation — Conducts follow-up investigations initiated by the Patrol Bureau or within their own areas of responsibility.

Within each of these units, independent and interdependent activities occur to achieve the prime objective of the Department which is to provide the leadership and professional support required to sustain and improve the City's efforts, and to develop a balanced and cooperative police-community campaign against lawlessness and disorderly behavior.

For patrol purposes, the City Police Department has identified nine control zones to which one patrol car is assigned

twenty-four hours per day. At peak activity hours, there is an overlap of shifts patrolling those zones in an effort to respond more effectively to potential problems.

The police facility out of which these patrol and the other departmental activities are primarily operated is located at City-County Plaza in downtown Asheville. The facility was constructed in 1925 and is no longer adequate to house the Department in an effective or cost-efficient manner. [See Community Facilities Map.]

OBJECTIVES AND TOOLS

To provide the leadership and professional support required to sustain and improve the City's efforts, and to develop a balanced and cooperative police-community campaign against lawlessness and disorderly behavior.

- Improve the efficiency and effectiveness of the City Police Department in the enforcement of City ordinances.
- Institute a Differential Police Response Program (mobile and non-mobile) designed to enable the Department to continue to provide high quality service in a more cost-effective manner.

- Institute an in-service training program to meet a minimum of 40 contact hours per officer per year.
- Implement a Computer-Aided Dispatch System to improve and further automate the on-line collection of useful resource management information and to aid in the more immediate service of police and fire calls.
- Update the City's main computer to accommodate the Western North Carolina Regional Criminal Justice/Emergency Service Information System.
- Build a new public safety facility to accommodate the future growth and expanded operations of the Department.
- Encourage cost-effective coordination in operations and facility expansion between the City of Asheville's Police Department and the Buncombe County Sheriff's Department.
- Implement the Enhanced 911 Emergency System for automatic processing of calls.
- Encourage the hiring and promotion of minorities and women from within the Department ranks.



FIRE

From a totally volunteer organization in the late 1800's, the Asheville Fire Department today has 164 employees who offer fire protection and prevention services to the City of Asheville. To provide maximum service, the staff is separated into two divisions:

1. Suppression and Training — Actual firefighters; provides the "combat forces" who go to the scene of the fire, participate in routine training.
2. Fire Prevention Bureau — Develop preventive measures, inspect locations of new developments, periodic inspections of existing businesses and buildings.

Fire Department activities are managed by the Fire Chief and support staff.

In order to be more accessible to the communities and minimize the fire call response time, there are a total of 8 fire stations distributed throughout the City. These are located at:

Station #1 — 7-23 S. Market St.

Station #2 — 315 Livingston St.

Station #3 — Corner of Louisiana Avenue and S. Oregon

Station #5 — 1030 Hendersonville Road

Station #6 — 970 Haywood Road

Station #7 — 37 E. Larchmont Dr.

Station #8 — 902 Tunnel Road

Station #9 — 749 Fairview Road

[See Community Facilities Map.]

The stations have been strategically located so that all areas of the City are within a two-mile radius of the nearest fire station. The City has also signed mutual-aid agreements to back up volunteer-staffed fire stations in the County when help is needed.

In November, 1981, the Asheville Fire Department received a Class III rating

from the Insurance Services Office Grading Schedule for municipal fire protection. This high rating entitles the homeowners and businesses in the City to lower fire insurance premiums. Through systematic development and expansion of existing facilities and services, the Fire Department is striving to obtain a Class II rating, which will not only provide better service, but will also help to lower the insurance rates.

OBJECTIVES AND TOOLS

To provide firefighting facilities which offer maximum service to the community and the development of professional personnel and programs to meet the community's needs.

- Plan for the systematic expansion and upgrading of fire protection coverage and personnel as the City expands.
- Develop more comprehensive training and safety programs for improved

departmental functioning.

- Build a new main public safety facility to accommodate future growth and expansion and allow for better delivery of services.
- Develop standards for providing adequate fire prevention and protection to residential, commercial, and industrial development.
- Implement the Enhanced 911 Emergency System for automatic processing of calls.
- Develop training tools and programs that can be offered to Asheville businesses, industries and institutions to help them deal more efficiently with fire prevention and "first-aid" fire attack.
- Develop and implement a broad-based public fire safety education program ■



2010 ASHEVILLE CITY PLAN

MUNICIPAL BUILDINGS

GOAL: Adequate municipal service facilities to house administrative operations providing the most efficient delivery of services to all citizens.

The City of Asheville employs over 800 people who work in numerous facilities throughout the City. A survey shows that the City has eight fire stations, one police station, and over 12 maintenance and storage facilities. The principle municipal buildings are: 1) City Hall; 2) Asheville Civic Center; 3) Motor Transport; and 4) Water Maintenance, and are all located in the downtown area. [See Community Facilities Map.]

The most highly visible and identifiable municipal building is City Hall (1926-28) designed by Douglas D. Ellington. The eight story Art Deco masterwork is occupied by approximately 220 employees. One block west of City Hall is the two-story Municipal Building (1925-26) which presently contains the Police and Fire and was originally built as an open air market.

Both the City Hall and the Municipal Building have needed extensive renovations for several years. However, short term pressure to balance annual budgets and keep ad valorem rates low have repeatedly postponed these capital expenditures. Studies show that renovations to City Hall should immediately include a new energy efficient heating system, elevator replacement, and plumbing, electrical and structural improvements.

A new Law Enforcement Center to house the Police Department and the Administrative offices of the Fire Department is to replace the existing Municipal Building, and a new Public Works Facility to house the administrative and operational duties of the Streets, Sanitation and Traffic Engineering divisions

is proposed for construction on South Charlotte Street ■

OBJECTIVES AND TOOLS

To renovate and expand municipal facilities as deemed necessary to produce a reasonable level of service.

- Develop a survey and evaluate the overall building needs for providing municipal services, routine maintenance and renovations, including, but not limited to, City Hall, a new law enforcement center, and a public works facility.

ASHEVILLE CIVIC CENTER

GOAL: A civic center which provides the greatest service and economic benefit to the City by attracting conventions and quality cultural, sports, and recreational programming.

Since June of 1974, the Asheville Civic Center has been providing facilities for entertainment, convention, commercial, cultural, and recreational activities to the City of Asheville. The Center includes an arena, a banquet hall, a performing arts center (Thomas Wolfe Auditorium), and an exhibition hall. Currently housed in this same structure are the Asheville Art Museum, Colburn Mineral Museum, and the Asheville Symphony administrative office and rehearsal room.

The Asheville Area Civic Center Commission, established in 1974 and comprised of nine members appointed by the Asheville City Council, directs the policies and procedures under which the Civic Center staff operates. The Civic Center employs 21 full-time employees and a pool of up to three hundred part-time employees for events.

Approximately 15 to 20 tourism-related events are scheduled each year and

strongly attended by non-City residents. Notably, the City has attracted the annual Southern Conference Basketball Tournament to the Civic Center since 1984. The success of the three day collegiate sports event, attracting a sell-out crowd each year, inspired the decision to locate the state headquarters of the Southern Conference in Asheville in 1986.

Convention increases are believed due primarily to the passage of the liquor-by-the-drink legislation and promotional efforts of the Tourism Development Authority. Commercial events provide the best revenues to the Civic Center and are attended primarily by the local citizenry. During the last fiscal year (1985-86), over 450,000 people attended events at the Civic Center. The seating capacity of the arena is 7,654 and the auditorium is 2,357 ■

OBJECTIVES AND TOOLS

To improve programming providing the greatest service and economic benefits to the City and surrounding area.

- Encourage an increase in events while maintaining current ratio of operating expenditure/event levels.
- Maximize revenues to cover increasing overhead costs.
- Continue conservation efforts and the pragmatic use of electricity.
- Continue self-promotion of events as a means of maintaining more diverse programming, increased attendance and citizen participation, and the filling of voids in the entertainment schedule (holiday events, family events, activities oriented to senior citizens).
- Increase exhibition space and on-site food service capabilities as convention and meeting usage expands.

FESTIVAL PLANNING

GOAL: A liveable city; offering year-round activities for residents and visitors.

Festivals and special events have become an important economic mainstay for the Asheville area, while at the same time giving the community an opportunity to come together, share mountain culture and celebrate living in Asheville. Over the years, festival activity such as Asheville's Mountain Dance and Folk Festival and the Bele Chere Festival have proven that quality events can have a positive economic impact on the community. A three year survey of festival visitors has found that attendees stayed in the area for an average of two and a half days and visited at least two other attractions while in the City ■

OBJECTIVES AND TOOLS

To enhance and increase economic and social health of the Asheville area through the active promotion, coordination, and execution of quality festivals.

- Form a permanent festival committee to coordinate the promotion of festivals with the Chamber of Commerce, the City of Asheville, the Tourism Development Authority and citizen organizations. Hire a festival coordinator.
- Develop a seasonal approach with each festival having a different theme that celebrates the appropriate amenities of that season.
- Consider the implementation of "Celebration Zones" proposed in the 1986 Urban Design Action Plan.

COMMUNITY APPEARANCE

GOAL: An improved visual image and appearance in the Asheville area.

The preservation and enhancement of Asheville's environment has long been a focus of attention. In the late 1960's, "Keep America Beautiful" was established with paid staff and offices in the City Building. This volunteer group was instrumental in passing one of the City's first litter laws and beautifying numerous key locations in the community. Shortly thereafter, Quality '76 was formed to prepare for the Bicentennial year. After the initial landscaping, cleanup and river improvements, Quality Forward was established in 1977 by local volunteers, as a civic organization charged with improving the quality of life in Asheville and Buncombe County.

Community appearance has been improved over the years with the planting of hundreds of street and park trees, flower beds, entrance landscaping and restoration to area green spaces. Seed money is distributed through Quality Forward to encourage neighborhood participation in right-of-way plantings and overall public property beautification.

The Asheville Tree Commission was established to advise and oversee tree plantings and preservation projects. Recently, Asheville has received the Tree City USA Award from the National Arbor Day Foundation for the sixth consecutive year for area planting efforts. A tree inventory and educational programs are current projects of the Tree Commission.

During 1986, ordinances protecting trees, hillsides, and buffering non-compatible uses were adopted. The "regulation of trees" includes the preservation, planting and replacement of trees and the prevention of the indiscriminate pruning and removal of trees in the City. The hillside ordinance regulates development in hillside areas in order to preserve the City's visual character and health, safety, and welfare. Finally, a newly adopted buffering ordinance protects property from visually incompatible uses and encourages the preservation of existing trees and the planting and preservation of additional trees.

In addition, the proposed Urban Design Action Plan includes the use of trees and local plants in downtown Asheville. This concept places emphasis on promoting the urban environment as part of the surrounding national forest and mountains ■



OBJECTIVES AND TOOLS

To encourage and support the planting of trees and flowers in all parts of the City.

- Adopt the Urban Design Action Plan's strategy toward enhancing the downtown with flowers and trees.
- Enforce the current buffering ordinance and encourage the preservation of existing trees, when and wherever possible.
- Support the development of W.N.C. Arboretum.
- Include landscape proposals in the design of major street improvements and new street construction.
- Maintain and beautify entrances into the City by continually cleaning, weeding, and replanting when necessary.



To encourage all existing and new utility lines to be placed underground whenever feasible.

- Encourage new development within the City to place utility lines underground.
- Encourage the consolidation of utilities to one-pole use in areas where overhead lines must exist.
- Encourage the uniformity of existing lines and poles.

To continue to support the efforts of Quality Forward and like organizations in approving the appearance of the community.

To minimize noise in the City to the least possible level of annoyance.

- Review, update and improve enforcement of the City noise ordinance.

To eliminate litter from private and public lands, streams, and waterways.

- Provide more trash receptacles throughout the City.

- Encourage the enforcement of the litter laws by the Environmental Control Officer.

- Amend the City ordinance to give the City the right to clean vacant spaces when the owner does not maintain them, with the costs being assessed to the tax bill (maintaining existing trees whenever possible).

- Support and encourage public participation in clean-up events.

- Keep City-owned properties as clean as possible.

- Encourage property owners to keep their property and surroundings more attractive.

To ensure that all City and utility company capital projects and maintenance services are of high quality in terms of visual appearance.

- Establish a review and approval procedure to maintain high quality visual appearance.

2010 ASHEVILLE CITY PLAN

SIGN CONTROL

GOAL: An improved visual image and appearance which promotes the safety and recreational value of public travel and preserves natural beauty and the public investment in highways through the control of signage.

Since 1977, the City of Asheville has had a program of sign regulation in place as part of the Asheville Zoning Ordinance. The City's sign controls, which have basically remained unchanged since 1977, address both on- and off-premise commercial signage (size, type, setback) as well as other specific types of signage including: temporary signs, political signs, and real estate signs. These controls apply within Asheville's corporate limits and in its extraterritorial jurisdiction.

Additionally, the placement of signs within the federal-aid highway corridors in the City of Asheville is further regulated by the North Carolina Outdoor Advertising Control Act (G.S. 136-126 Ct. Seq.) and the North Carolina Department of Transportation rules and regulations adopted pursuant to it. The North Carolina Outdoor Advertising Control Act has been established to conform North Carolina law with The Federal Highway Beautification Act of 1965, as amended. This Act provides that states must make provisions to control signage along Interstate and Federal Aid Primary Highways. This Act also states that just compensation shall be paid upon the removal of any outdoor advertising sign, display, or device lawfully erected under state law. While more stringent local standards, such as those in Asheville's sign ordinance, are permitted under these national and state regulations, municipalities are still not allowed to amortize

non-conforming signs in these federal and highway corridors as a means of removing such signs from the landscape ■

OBJECTIVES AND TOOLS

To reduce the effect of off-premise signage on Asheville's scenic environment.

- Reduce the maximum size and height permitted for off-premise signage.
- Increase the amount of space required between off-premise signs.
- Prohibit the erection or placement of off-premise advertising in the following areas:
 - a. The Central Business District;
 - b. National and local historic districts;
 - c. Any street designated as a "parkway" or "scenic drive" by City Council; and,
 - d. All limited access highways.
- Prohibit off-premise signage on roadside appurtenances (which are visible from the public right-of-way) such as roadside benches, bus stop shelters, planters, etc.
- Establish logo signage programs as an alternative off-premise signage approach.

To institute greater control over the amount and size of on-premise signage allowed in the City of Asheville.

- Prohibit the use of portable signs in the central business district or in local historic districts. Restrict the use of portable signage in other parts of the City by reducing the amount of time they are allowed to be used and increasing permit fees.
- Examine the existing sign ordinance to determine the most appropriate means of reducing the size, height, and number of allowable on-premise signs. (Perhaps base allowable signage on street frontage.)

To review and revise the City's sign ordinance policies to make these regulations more efficient and effective.

- Strengthen the overall enforcement program for signage regulations in the City.
- Establish an amortization schedule for the removal of non-conforming signage outside the protected federal-aid highway corridors.
- Examine the City's fee structure for signage and revise where appropriate. Consider a fee structure based on the size of a sign rather than a fee structure based on the cost of the sign.



HEALTH SERVICES

GOAL: Accessible, comprehensive, and affordable health care services available to all residents of the community.

A system of health care facilities attempts to provide, protect, and promote the highest quality health and medical care possible. In Asheville, Memorial Mission Hospital and St. Joseph's Hospital serve the acute care needs of the City and surrounding Western North Carolina. Memorial Mission provides cardiac/cath open heart surgery service along with a tertiary level neonatal unit, both of which are not available anywhere in the surrounding counties, making this hospital a highly reputable regional medical center. Thirty-five percent of Memorial Mission's patients come from outside Buncombe County and 2.3 percent come from outside the state.

St. Joseph's Hospital, owned by the Sisters of Mercy, operates as a general diagnostic, acute care facility serving as a regional medical referral center for Western North Carolina. A five story ambulatory care center provides services for patients not needing in-hospital treatment at St. Joseph's, and recently the hospital acquired state-of-the-art kidney stone lithotripter equipment. In addition, St. Joseph's operates one of the most comprehensive sports medicine programs in Western North Carolina.

These two acute care hospitals, in addition to the community's medical specialists, serve an in-City population in 1986 of 61,818 persons. Asheville is also serviced by three ambulatory surgical centers providing cardiovascular service, OB/GYN services and hand surgery. Two free-standing psychiatric hospitals, Appalachian Hall and Highland Hospital, the Veterans Administration Medical Center, and one rehabilitation center,

Thoms Rehabilitation Hospital, contribute to the variety of health care offerings in Asheville. Nine long-term care facilities offering both skilled and intermediate care nursing are located in the metropolitan area.

Recent publicity promoting Asheville as a leading area for retirement, has local health providers planning for a growing aged population in the future. Using U.S. Census Data, the Land-of-Sky Regional Council projects a 27% increase in the 65 and older age group by the year 2010. A noticeable increase in the mentally disabled clients seen by local mental health centers, coupled with concern that the services for the "medically needy" persons in the community needed review, produced an indepth evaluation in 1984 of indigent care in Buncombe County. From that study has come the charge to evaluate the quality and necessity of care for those who are uninsured and/or poverty stricken. As this area continues to develop as a regional medical center for the western counties, planning for improvements in all levels of services will be crucial ■



OBJECTIVES AND TOOLS

To ensure that all citizens, including senior citizens, the handicapped, and the "medically indigent" have equal access to needed desired health services.

- Encourage community education on health services availability, alternatives and appropriate utilization.
- Consider zoning changes to provide adequate land for health related development.
- Ensure that adequate transportation arteries exist to major health-care providers and that the availability of transportation services exists to high risk population groups.
- Ensure coordinated Emergency Medical Services (EMS) are available to the community by implementing the Enhanced 911 Emergency System.



2010 ASHEVILLE CITY PLAN

EDUCATION

GOAL: A system of educational opportunities and facilities at the primary, secondary, technical, special, and adult levels which meets the present and future educational needs of the community and the region.

The Asheville City School System employs more than 600 persons, including 355 professional staff members, serving pupil enrollment of approximately 4,890 students. The system has specialists at all levels in music, physical education, art, reading and guidance. Aycock Elementary, Claxton Elementary, Jones Elementary, Randolph Elementary, Vance Elementary, Hall Fletcher Middle, Hill Street Middle, Asheville Junior High, Asheville High and A-B Optional School comprise the individual schools under the system. Recently, Jones Elementary School was selected from 212 elementary schools nationwide as a National Elementary School of Excellence for the 1985-1986 academic year. Overall, the Asheville City School System currently maintains one of the highest per pupil expenditure levels in the State of North Carolina.

The Buncombe County School System enrollment for 1986, through the eighth month, is 24,090 students, consisting of 27 elementary schools, three middle

schools, six consolidated high schools and three special schools. Numerous quality preparatory, private and parochial schools are located in Buncombe County providing outstanding educational opportunities. A 1986 Asheville City Board of Education Survey distributed to County Commissioners, City Council, Chamber of Commerce, and City School staff tallied light returns, yet received favorable response to the Board of Education "actively pursuing a local solution to the question of consolidation of the City/County Schools."

Asheville-Buncombe Technical College, located within the City limits, operates as a center of industrial and technical training in Western North Carolina. Two junior colleges, Cecil's and Blanton's, specialize in accounting, secretarial, and management programs. The University of North Carolina at Asheville (UNC-A) offers a strong, comprehensive curriculum in liberal arts with a growing concentration in business, health care, financial and personnel management, and public administration. A five year \$25 million expansion of University facilities, including an additional residence hall and summer conference center is currently underway which will raise the on-campus resident population to 800 students. Recent master planning is aimed at linking the campus with downtown Asheville by

way of a widened Broadway. An increased enrollment from 3,423 in 1985 to 5,000 in 1995 is projected. In addition, Western Carolina University, located in Cullowhee, North Carolina, offers co-operative educational opportunities with UNC-A. Three area senior colleges: Warren Wilson, Mars Hill, and Montreat-Anderson offer additional liberal arts programming to the area ■

OBJECTIVES AND TOOLS

To recruit and employ professional educators of the highest quality and accomplishments for service in the City and County School Systems.

- Initiate a move for the consolidation of the City and County School Systems by establishing a committee with representatives from both systems to utilize joint resources, eliminate competition, equalize pay and benefits, and improve services without diminishing the quality of education.
- Create City/County coordination in the development, production, and utilization of materials for teacher recruitment that emphasize the attractiveness of living and teaching in our region.

To provide a wide range of post-secondary educational opportunities for the citizens of Asheville and Buncombe



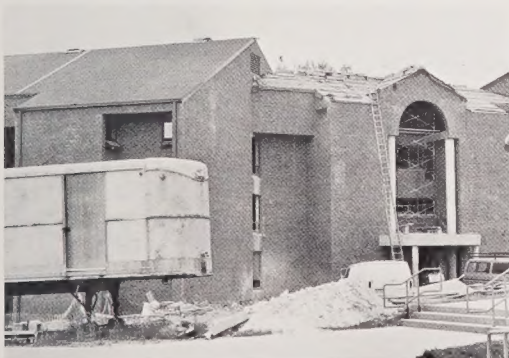
County so that their fullest potential can be realized for jobs, personal and cultural enrichment, and the development of civic leadership.

- Support the expansion of programs and facilities at institutions of higher education in the City and Buncombe County.
- Encourage the development of a consortium of institutions of higher learning which would develop joint use of programs and facilities for the benefit of all of the citizens.

To provide a comprehensive after-school child care program (ASCC), extending the program availability to all community neighborhoods.

- Identify needs in each neighborhood school area and extend the after-school child care program to those areas.
- Explore the possibility of joint planning of programs between the Asheville City Schools and the Asheville Parks and Recreation Department.

To explore the establishment of a comprehensive, central program which would utilize the expertise of retired persons in our area as advisors, participants, and resource persons in education, business, health, youth services, child care.



- Encourage the identification of retirees in the community to act as volunteer resources.
- Encourage the coordination of existing programs and agencies to help meet community needs and utilize these retired persons.
- Support the creation of the North Carolina Center for Creative Retirement to be built at UNC-A, enhancing economic development, cultural, and social opportunities.

To provide for coordinated services and the further development of a comprehensive pre-school and day care program for mildly to severely handicapped children.



- Support the increased funding for the Irene Wortham Center to accommodate the highest number of severely handicapped children needing services.
- Encourage public/private involvement in funding additional school-care centers for the physically and mentally handicapped.

To encourage the establishment of child day care services for working couples in the public and private sectors through individual employers.

- Support programs which would encourage day care services to be provided by public and private employers.

2010 ASHEVILLE CITY PLAN

ASHEVILLE-BUNCOMBE LIBRARY SYSTEM

GOAL: A principle information center for the community, supporting the continuation of self-education and the encouragement of individuals to become informed citizens.

The public library system which serves Buncombe County and the City of Asheville originated through the unification of several unassociated libraries. City and County governments shared operating costs for the system until 1980, when the County assumed all system-level support. The Asheville-Buncombe Library System is comprised of a central library in downtown Asheville, four branches located in the County, and a bookmobile that operates primarily in suburban and rural areas. These facilities serve a county-wide population of approximately 170,000, including some 61,000 persons in the City of Asheville.

The central library facility, built in 1978, has improved public awareness and participation in library services. This 52,000 square foot facility has direct access to a 650-car parking garage and houses an auditorium and technical services in addition to adult and children's services.

The library board of The Asheville-Buncombe Library System has concentrated in recent years on allocating funds and efforts toward improving service outside the City limits, as the library facilities in these areas were inadequate for many years. The priorities for needed changes are now centered around the relocation and expansion of the Skyland and West Asheville branches. Due to the age and condition of the bookmobile, it is probable that this vehicle will merit replacement during the planning period ■

OBJECTIVES AND TOOLS

To promote, develop, and provide quality resources to the community through the central library and branch libraries.

- Encourage the County Commissioners to strengthen the present day branch system in respect to physical facilities, scope of services, and geographic coverage.
- Encourage the County Commissioners to continue the expansion of existing library print and non-print collections.
- Support development of a competitive salary schedule to allow effective recruiting of professional and non-professional staff and improved retention of personnel.

DOWNTOWN ASHEVILLE AND HISTORIC DOWNTOWN

From the "Asheville City Plan" by John Nolen, 1922.



2010 ASHEVILLE CITY PLAN

DOWNTOWN ASHEVILLE

GOAL: A revitalized Downtown Asheville; a vital urban center of Western North Carolina's economic, cultural and visitor activity.

With the coming of the railroad in 1880, Asheville benefitted greatly from the influx of distinguished summer visitors and entrepreneurs, eager to transform their new discovery. Numerous new elegant hotels, commercial establishments and saloons transformed the downtown area into a bustling turn-of-the-century retail and trade center.

During the first two decades of the new century, the downtown grew rapidly as a result of Asheville's growing reputation as a tuberculosis treatment center and scenic health resort. Downtown Asheville's major commercial and retail architecture was built during these boom years and many are still standing today. "Program of Progress," the City's 1920s municipal building program, contributed many new buildings to the skyline including a new City Hall and a tunnel through Beaucatcher Mountain, opening the City to the east.

Real estate speculation continued to spur downtown development up until the financial crash of 1929. Downtown Asheville became silent. Over \$48 million dollars in new bonds were issued to cover the City's debt. The depression era bonds continued to haunt the City until as late as 1976, creating a mood of caution. Not until the late 1930s did the beginnings of new construction take place, as the new Municipal Auditorium was erected.

During the 1950s, the Crosstown Expressway was constructed, giving a strong edge to the downtown. In the 1960's, numerous financial institutions were built in the urban center and a major urban

renewal project changed forty-five acres of the blighted downtown fringe. "Accelerating Asheville" became the charge as business recruitment focused on industrial growth and the downtown remained largely overlooked.

A major setback to the downtown came in the early 1970s, with the construction of the suburban "Asheville Mall." Anchor retail establishments moved away from the downtown. Efforts to bring about a revitalized downtown soon became the focus, as the Mayor appointed a citizen's Revitalization Commission which drafted "A Revitalized Downtown" plan. Shortly thereafter, a minor building boom occurred in downtown giving momentum to such redevelopment efforts as the new Pack Library, the Civic Center, banks and hotels.

A major regional mall was proposed in 1979 by developers, as a concept to recreate a six block area in downtown Asheville as a retail shopping center. However, a bond referendum to support the project failed, and the concept was disassembled. Interstate I-240 was dedicated in 1980, strengthening access to the center of the City.

RECENT DEVELOPMENT TRENDS

During the early 1980's, a market study was prepared by consultants identifying the potential for reinvestment in retail, office, and residential markets in downtown. This market study showed a strong demand for specialty retail and housing development and targeted certain areas in the downtown for redevelopment. Developers interested in the unique historic character of the downtown, and in the City's commitment to renovation and revitalization, began to submit proposals for both large and small scale redevelopment projects.

With the designation of two (Haywood-Wall Street, South Pack Square) Urban Redevelopment Areas by the Asheville Housing Authority, acting as the Redevelopment Agency for the City, the development of numerous key projects took shape.

Currently, the following development projects in the urban center are underway:

Pack Plaza Project

Project Description —

Redevelopment of a City block for mixed office/retail use; includes a parking facility.

Total Investment — \$18.3 million

Public: \$3.4 million UDAG

Private: \$5.9 million in conventional loan; \$6.9 million in developer equity.

Pack Place: Education, Arts and Science Center

Project Description —

Combined center for The Health Adventure, the Asheville Art Museum, the Colburn Memorial Mineral Museum, a 500-seat theatre and lecture hall, and historical exhibits located in the Pack Place project area.

Total Investment — \$9 million

Public: \$3 million from City Bond Referendum (passed 9/86).

Other Sources: \$6 million from contributions from business, individuals, foundations, and other sources.

Y.M.I. Cultural Center

Project Description —

Rehabilitation of original Young Men's Institute built in 1892 into a performing arts theater and exhibit area, offices, conference rooms.

Total Investment — \$1.2 million.

Haywood Park Project

Project Description — Phase I —

Haywood Park Hotel; Phase II —

Haywood Park Promenade, a mixed use development complex with 130 car parking facility.

Total Investment — \$6.3 million
Private: \$6 million
Public: \$300,000

Sixty Haywood

Project Description —

Mixed use project includes 14 luxury apartments, a restaurant and retail space on Haywood Street.

Total Investment — \$1.3 million
funded with private capital.

Rankin Street Parking Facility

Project Description —

260 parking spaces with street level retail space.

Wick & Greene Plaza

Project Description —

Jewelry store and retail store complex. A 5,000 square foot addition to an existing 3,000 square foot building that was designed in the 1920s as a gas station on the corner of Otis Street and Patton Avenue.

Flat Iron Building

Project Description —

Extensive interior renovation for 70,000 square feet of office space.

Wall Street Project

Project Description —

Rehabilitation of City block that includes 69,000 gross square feet of retail and office space, and a 231-car parking facility.

Total Investment — \$11.8 million.

COMMUNITY INVOLVEMENT

Throughout the recent revitalization of the downtown, the citizens of Asheville have been involved in the planning, coordination, and fund-raising for numerous downtown projects and in the formation of several organizations aimed at downtown improvements. Beginning with the Quality '76 program, citizens groups have been instrumental in helping promote projects such as Pack Place, Asheville's upcoming Education, Arts and Science Center. A citizen's multi-faceted information center, Asheville/Buncombe Discovery, was formed to improve and maintain the liveability of the community. A successful Urban Design Workshop, sponsored by the City of Asheville and Asheville/Buncombe Discovery in 1986 recommended many of the current plans for improvements to downtown traffic, pedestrian access, urban design review, and overall community appearance efforts. Citizen involvement is also an important aspect in the annual Bele Chere Festival.

Recently, the Asheville Downtown Commission was streamlined to seven

members, including representatives of City Council, the County Commissioners, and the private sector. A broad-based Downtown Association composed of downtown merchants and business leaders was formed. To meet the demands of these governmental and citizens groups, the City created a Department for Downtown Development to coordinate and implement all downtown activities.

DOWNTOWN PLANNING

A Master Plan for the urban center establishing the framework and priorities for future development must be developed. Several key land use strategies are targeted in the Land Use Chapter of this Comprehensive Plan. However, the need for a separate area plan is critical. Such a plan will address issues that are



2010 ASHEVILLE CITY PLAN

defined by the Asheville community including:

- Identify commercial and residential areas needing reinvestment;
- Identify the need for the creation of special funding districts for public improvements;
- Define suitable criteria for infill development;
- Identify areas for more intensive development; and
- Define urban design review criteria ■

OBJECTIVES AND TOOLS

To encourage mixed-use development promoting 24-hour activity downtown.

- Establish a master plan for Downtown Asheville.
- Establish incentives encouraging residential development in the downtown area.
- Continue to work with the General Service Administration to explore the possibilities of returning the street level of the Grove Arcade to retail use.
- Promote cultural/entertainment and recreational opportunities in the downtown.
- Improve the visual appearance of the downtown.
- Maintain a comprehensive inventory of developable land and buildings in the downtown.
- Encourage small business and minority development.
- Recruit development teams that are sensitive to downtown Asheville's unique sense of place in order to stimulate continued quality building; encouraging these development teams to create mixed-used projects.

To preserve local architectural heritage and the protection of investments in the downtown.

- Develop design review guidelines to provide urban design assistance in the downtown.
- Encourage the rehabilitation and reuse of existing structures in the downtown.
- Encourage private fund-raising projects by the Preservation Society to establish a downtown property revolving fund.
- Encourage the development of a loan pool by the private sector for small developers to fund projects from painting and facade improvements to major renovations.

To stimulate retail sales and visitor activity in the Downtown.

- Encourage the use of retail clinics for downtown merchants emphasizing publicity, signage, color, window merchandising, operating hours, programs, event coordination.
- Establish continuity in the downtown by creating downtown destinations, attracting tourists to retail opportunities, cultural events, craft centers, festivals, entertainment locations.
- Continue to support the creation of Pack Place Education, Arts and Science Center.
- Continue to support the development of the Y.M.I. and its programs.

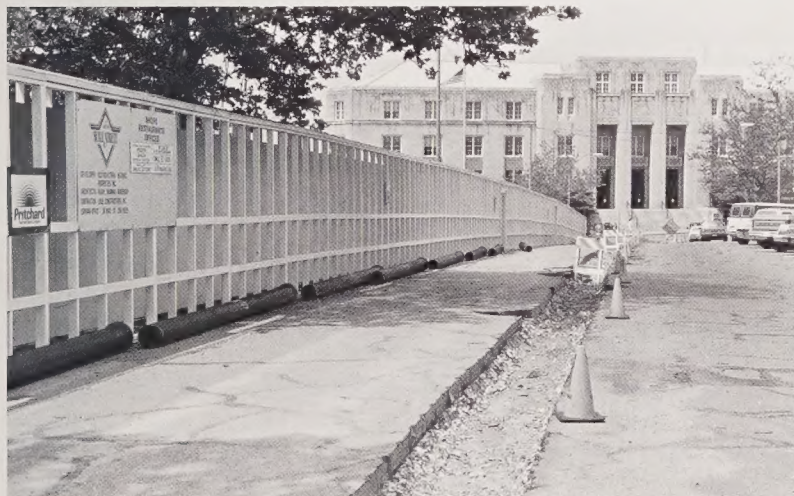


To ensure that parking facilities are convenient and adequate to meet the demands of businesses and visitors.

- Review current parking facility proposals and determine the impact on existing facilities and future land use planning downtown.
- Establish parking requirements for the downtown.
- Study the impact of the recommendations of the Parking Feasibility Study.
- Encourage downtown employees to park in outer parking areas to allow greater parking availability.
- Provide for uniformity in parking management and regulations.
- Establish a graphic parking directory to assist with greater access to parking.

To improve traffic circulation in the downtown to better serve the public.

- Investigate traffic pattern improvements presented in Urban Design Plan.
- Adopt a plan for pedestrian circulation downtown.



- Improve pedestrian safety through approved lighting and police foot patrol.

To improve the visual character of the downtown and renew civic pride.

- Design and implement a comprehensive physical improvement package addressing street furnishings, benches, trash receptacles, lighting, signage, and paving.
- Create a comprehensive landscape design plan for Downtown with the further development of tree plantings on access roads and on key downtown streets.
- Refurbish existing downtown parks and open spaces and create new urban parks.

To promote downtown Asheville as the center of Western North Carolina's economic, cultural and visitor activity.

- Create an attractive linkage of downtown open space and buildings with distinctive walls, sidewalks, paving, lighting, seating and planting of trees and gardens.
- Implement strict code enforcement

in instances where property owners are not maintaining the exterior of their building.

- Work to create enabling legislation for tax increment financing.
- Encourage the State to locate offices in Downtown Asheville.
- Help develop the tourist economy by encouraging more night life and opportunities.
- Develop year round visitor activities with more winter sports activities.
- Support an endowment for the arts working with the Community Arts Council and the Community Foundation of W.N.C.
- Provide incentives to both local and out of state developers to invest in the downtown.
- Maintain a storefront office for the City's Downtown Coordinator.



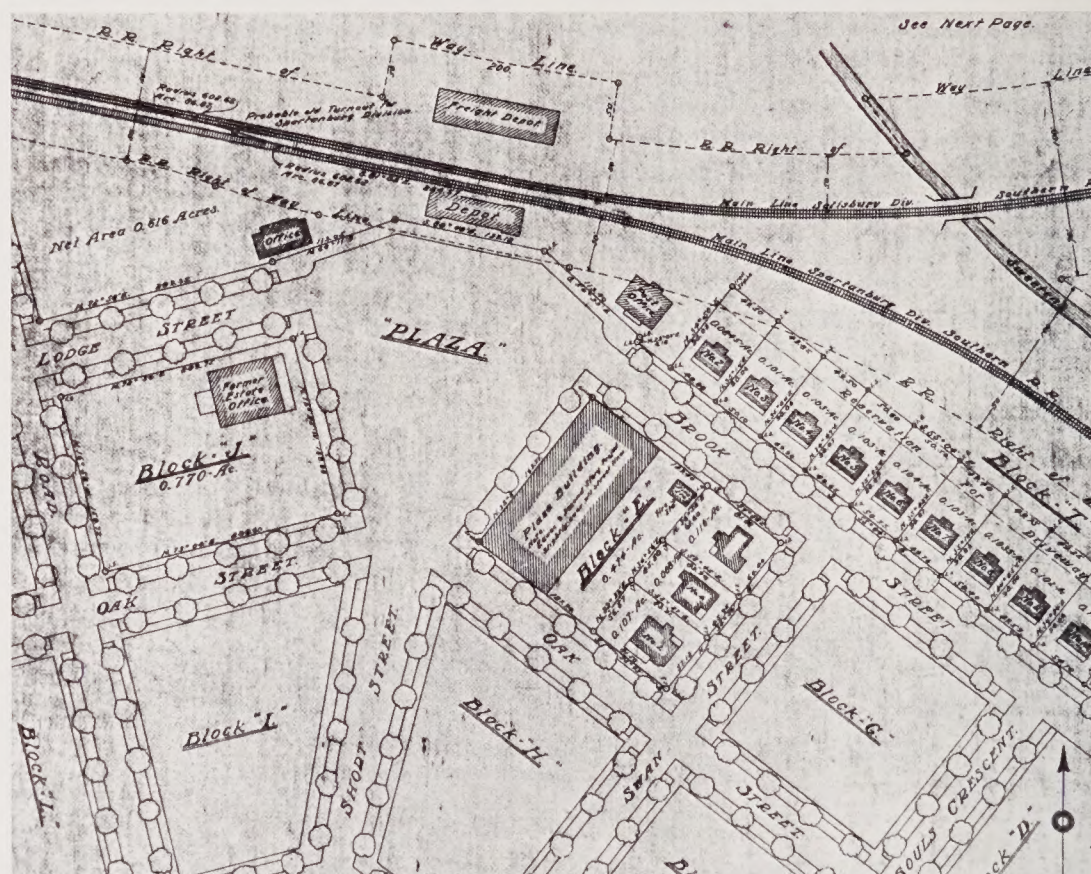
2010 ASHEVILLE CITY PLAN

HISTORIC PRESERVATION

GOAL: The preservation, enhancement and management of change within local historic districts and properties and the continuing education towards the preservation of historic resources in the City of Asheville.

Established in 1976, The Preservation Society of Asheville and Buncombe County consists of volunteers concerned with promoting historic preservation in Asheville and its surroundings. Over the years, the Society has been an extremely effective lobby in raising public awareness regarding the value of our local historic resources and in helping to identify and preserve Asheville's significant historic buildings, landmarks and neighborhoods. Shortly after its own establishment, the Preservation Society approached the State, requesting the formation of joint City and County historic resources committee along with a complete inventory of downtown Asheville's historic structures. In 1979, the Historic Resources Commission of Asheville and Buncombe County was officially established by ordinance, and later both City and County surveys of historic structures were conducted.

The Historic Resources Commission of Asheville and Buncombe County, is specifically mandated to recommend designation of local historic districts and properties and to administer design review of new construction or rehabilitation within these districts and properties. Providing technical assistance and helping to educate the community concerning the merits of historical preservation are additional duties the Historic Resources Commission is required to perform. The Commission consists of



fourteen members, half of which are appointed by the Buncombe County Commissioners and half by the Asheville City Council.

Upon recommendation by the Commission to the Asheville City Council, seventeen individual, local historic properties and three local historic districts, Montford, Biltmore Village, and Chestnut-Liberty Historic Districts, have officially been designated within the City. Several additional designated properties are located in Buncombe County. Asheville is home to twenty-one individual listings on the National Register of Historic Places and seven National

Register Districts. [See Historic Properties/Districts Map.] All properties located within National Register districts or which are individually listed, are eligible for federal investment tax credits established under the Economic Recovery Tax Act of 1981. Specific design guidelines must be followed to receive these tax credits and the property must then be utilized as an income-producing structure after rehabilitation. In addition to these federal tax credits, locally designated individual properties are eligible for a 50% deferment in local property taxes as long as the historic integrity of the structure is maintained ■



LEGEND

- Historic Property ①
- Historic District A

2010 ASHEVILLE CITY PLAN

OBJECTIVES AND TOOLS

To encourage citizen awareness and participation in efforts to rehabilitate historic neighborhoods and structures and inspire interest in local historic preservation through continuing education.

- Support the expansion of the Preservation Society of Asheville and Buncombe County and the Historic Resources Commission's celebration of National Preservation Week, known locally as "Heritage Week".
- Encourage the City and County School systems to further develop historic preservation programming.
- Support the continuation of Asheville-Buncombe Discovery's "Discovery Day for Children".

To increase neighborhood livability and property values through the restoration and rehabilitation of existing and future historic districts.

- Promote the adaptive reuse of the City's valuable historic resources, both commercial and residential.
- Promote revolving funds and other preservation techniques for continued assistance to endangered properties throughout the community.
- Encourage the establishment of a low-interest loan program through private sources for rehabilitation assistance to local property owners in designated local historic districts.

To recognize and develop the historic resources component of Asheville's tourist economy.

- Coordinate efforts of Historic Resources Commission with the Asheville-Buncombe Tourism Development Authority.



ASHEVILLE AND BUNCOMBE COUNTY LOCAL HISTORIC PROPERTIES

- | | |
|-------------------------------------|---|
| 1. Smith-McDowell House | 283 Victoria Road, Asheville |
| 2. Young Men's Institute | Market & Eagle Sts., Asheville |
| 3. Ravenscroft School | 29 Ravenscroft Dr., Asheville |
| 4. Richmond Hill House | Richmond Hill Road, Asheville |
| 5. James Gudger House (off map) | Leicester, NC |
| 6. Jacob Weaver House (off map) | Weaverville, NC |
| 7. Sondley House (off map) | Sondley Estates, Asheville |
| 8. Kress Building | Patton Ave. & Lexington Ave., Asheville |
| 9. Old Pack Library | Pack Square, Asheville |
| 10. S & W Cafeteria | 56 Patton Ave., Asheville |
| 11. Albemarle Inn | 86 Edgemont Rd., Asheville |
| 12. Zealandia | 40 Town Mtn. Rd., Asheville |
| 13. Beaufort Lodge | 61 N. Liberty St., Asheville |
| 14. Thomas Wolfe Cabin | Oteen Church Rd., Asheville |
| 15. John A. Lanning House (off map) | Fairview, NC |
| 16. Overlook (Seely's Castle) | 710 Town Mtn. Rd., Asheville |
| 17. Cedarcrest (Wm. Breese House) | 674 Biltmore Ave., Asheville |
| 18. Grove Arcade | Battle Square, Asheville |
| 19. N. Market St./Langren Alley | N. Market St., Asheville |
| 20. Manor Gatehouse | 265 Charlotte St., Asheville |
| 21. The Manor | 265 Charlotte St., Asheville |

ASHEVILLE AND BUNCOMBE COUNTY LOCAL HISTORIC DISTRICTS

- A. Montford Local Historic District
- B. Chestnut-Liberty Local Historic District
- C. Biltmore Village Local Historic District

ANNEXATION AND EXTRATERRITORIAL JURISDICTION

From the "Asheville City Plan" by John Nolen, 1922.



2010 ASHEVILLE CITY PLAN

ANNEXATION

GOAL: A plan for orderly annexation over a 20 year period.

The orderly growth and development of the Asheville Urban Area requires the continual extension of the City limits as urban development occurs around the edge of the existing community. An annexation plan setting forth a general schedule for incorporation of contiguous developed areas is closely related to the objectives of the Land Use Plan. The development of urbanized areas must be coordinated with City plans for extension of urban services through the annexation process. The timing and cost of annexations are related to the location and quality of development, which in turn, is influenced by land use policies.

As outlying areas grow more dense, problems related to crime, efficient fire protection, transportation, and sanitation become more pronounced. Annexation provides benefits for both the residents of the annexed area and the entire community. The health and safety of the entire metropolitan community is best served through annexation of such areas, and the provision of City services, such as fire protection, police protection, recreation, garbage removal and public utilities.

In addition, the annexation process benefits the entire City by providing an orderly expansion of urban services, by increasing the economics associated with large-scale City operations and by helping to assure a stable source of revenue from new, often high-quality, development on the fringes of the City. At the same time, annexation provides a means for residents, who have not lived in the City but have often used City services, to participate in decisions regarding such services through their City Council.

Two unique Legislative actions, applying only to the City of Asheville, have affected the City's annexing position. First, the Sullivan Act, a special law enacted by the N.C. General Assembly in 1933, prohibits the City of Asheville from charging higher water rates to County customers located in sewer districts where bonds have been issued. Because of the Sullivan Act, County residents annexed into the City do not receive the advantage of lower water rates as is the case in other N.C. cities.

Secondly, in the early 1970s, many communities in Buncombe County were contemplating incorporation, while at the same time the City of Asheville was studying areas for possible annexation. In the midst of the conflict, the General Assembly imposed a four-year moratorium on Asheville's authority to annex and on any incorporations in the County. At the same time, the Asheville/Buncombe Study Commission was appointed to formulate recommendations. The Commission's final report recommended that further incorporations not be encouraged and "that Buncombe municipalities continue to annex adjacent territory that becomes urbanly developed." There have been seven major annexations adopted by City Council since 1980, plus five "satellite" annexations that were petitioned by the property owners.

General standards that the City must follow in designating and scheduling annexation are as follows:

- Areas shall meet all State legislative requirements for annexation, including minimum densities, development standards, contiguity and service delivery, (except satellite annexations).
- City services and facilities can be provided to the designated areas in an efficient manner.

- In the case of petition by owner for annexation, the property owner shall be responsible for the installation of utilities to a designated area.

The following map indicates areas which are to be studied for future possible annexation ■

TOOL

- Annex into the City limits the areas shown on Annexation Plan Map.

[Priority I includes areas that currently meet the statutory standards for annexation. Priority II includes developing areas which are projected to meet the standards in a few years. Priority III includes long-term growth areas which are projected to meet the standards in the next 10-20 years.]

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EXTRATERRITORIAL JURISDICTION

GOAL: A plan for the extension of the City's extraterritorial planning jurisdiction to include the maximum territory allowed by State Law.

The City of Asheville has the authority under State law to control the distribution of land uses and set minimum development standards for areas outside the City limits. The City currently has authority to regulate development in areas one mile outside of the corporate limits and may regulate development up to three miles outside the City limits upon agreement with the County. The City of Asheville currently exercises the powers of zoning, subdivision and group development review extending, in scattered areas, as much as one mile from the City limits.

Enforcement of these regulations provides a tool for implementing land use policies in the undeveloped fringe areas of the City. The systematic extension of the City's planning jurisdiction in conjunction with the expansion of the City limits assures that annexed areas have been planned in accordance with the City's Comprehensive Plan. [See Extraterritorial Jurisdiction Map]■

OBJECTIVES AND TOOLS

To promote orderly growth and development outside the City limits.

- Extend the City's one mile extraterritorial jurisdiction in areas not currently regulated.
- Seek the approval of the Buncombe County Commissioners to extend the City's extraterritorial jurisdiction to three miles.
- Clarify the applicability of City fire and safety codes to regulated areas.

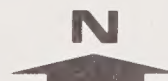
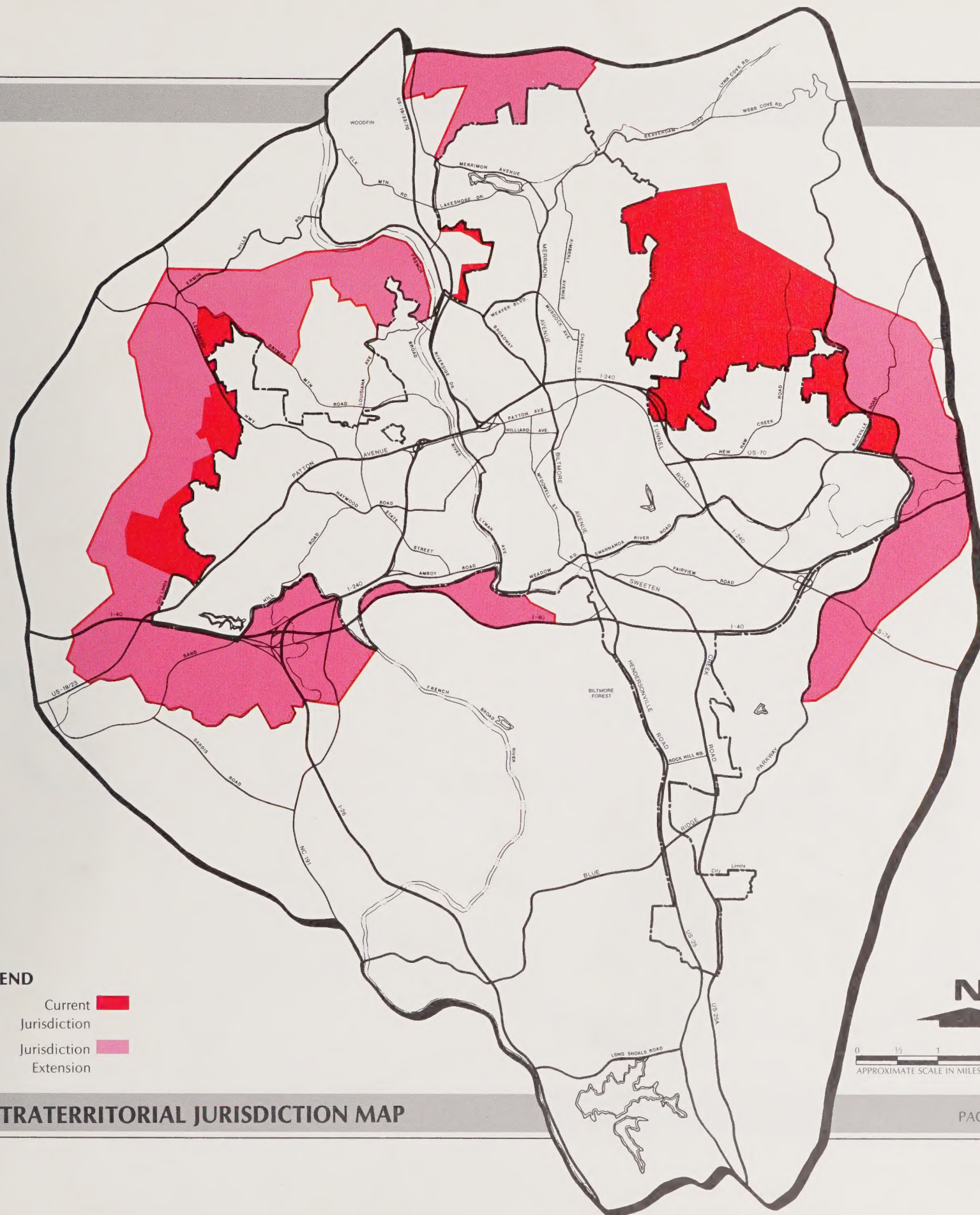


High altitude, infrared aerial photograph of the Asheville area.

LEGEND

- Current Jurisdiction ■
- Jurisdiction Extension ■

EXTRATERRITORIAL JURISDICTION MAP



0 1/2 1 2
APPROXIMATE SCALE IN MILES

LAND USE

From the "Asheville City Plan" by John Nolen, 1922.



2010 ASHEVILLE CITY PLAN

LAND USE

GOAL: Orderly growth and development promoting: Downtown Asheville as the service, retail, and cultural center of Western North Carolina; the enhancement and protection of our natural environment and; the distinct quality of Asheville's residential life.

The 2010 Asheville City Plan is an official public planning document adopted by City Council as a long-range policy guide addressing the general, social, economic, and physical development of the City. Central to this Plan are land use goals, objectives, and policies which form a general framework to guide future long-term land development decisions and actions. The land use plan provides the mechanism for coordinating and promoting different types of development based on the wants and needs of the community while conserving and protecting Asheville's scenic natural resources.

Among considerations important in the creation of a land use plan for the City of Asheville are the existing parameters and patterns of development. Asheville is situated in the midst of mountain ranges containing elevations ranging from 1,900 to 2,900 feet above sea level and located at the confluence of the French Broad and Swannanoa Rivers. The topographic character of the City is composed of wide and often abrupt variations due to cuts created by ravines leading from higher elevations to the rivers. (Development in these environmentally sensitive areas is addressed through existing land use regulations. These regulations include restricted development on: ridgetops, steep hillsides (over 2,220 feet in elevation), and the floodplain of the French Broad and Swannanoa Rivers. Other factors

which influence the development of the City include the close proximity of two incorporated areas — the Town of Woodfin and Biltmore Forest, the large private land holding the Biltmore Estate, and the Blue Ridge Parkway. Additionally, the practicality of delivering services and the availability of transportation facilities limit growth in some areas.

EXISTING LAND USE CONDITIONS

Current land use patterns of the City of Asheville which have developed within the aforementioned parameters are shown on the Existing Land Use Map. Residential development in Asheville has occurred over the years in proximity to commercial service and employment areas and within access to major roads. Commercial development has occurred along major traffic corridors. Industrial development in the City has long been situated on relatively flat land beside the rivers, rail service and major roadways. Recreational needs have been addressed through the establishment of parks located in major residential areas. The City's office and institutional land uses have been concentrated primarily

north and south of the downtown area and in residential neighborhoods where many primary and secondary schools are located.

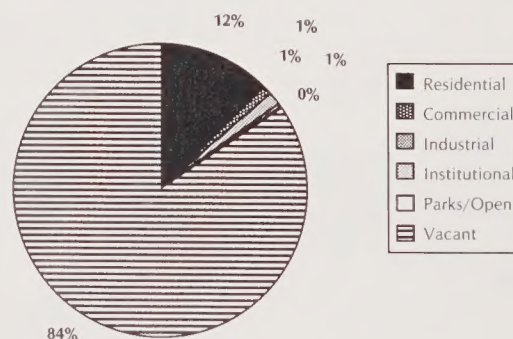
Existing Land Use (Existing Within City Limits)

Residential	42.7%
Single-family	38.4%
Multi-family	4.3%
Commercial	7.2%
Industrial	3.1%
Institutional	5.7%
Parks/Open Space	3.2%
Vacant	38.2%
Developable	6.8%
Less Developable	31.3%

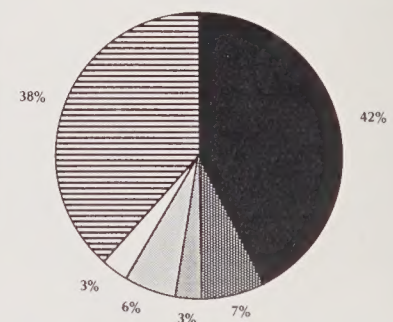
Existing Land Use (Outside City Limits - Planning Area)

Residential	12.5%
Single-family	11.9%
Multi-family	.6%
Commercial	1.3%
Industrial	1.3%
Institutional	.3%
Parks/Open Space	.2%
Vacant	84.4%
Developable	10.5%
Less Developable	73.9%

EXISTING LAND USE (OUTSIDE CITY)



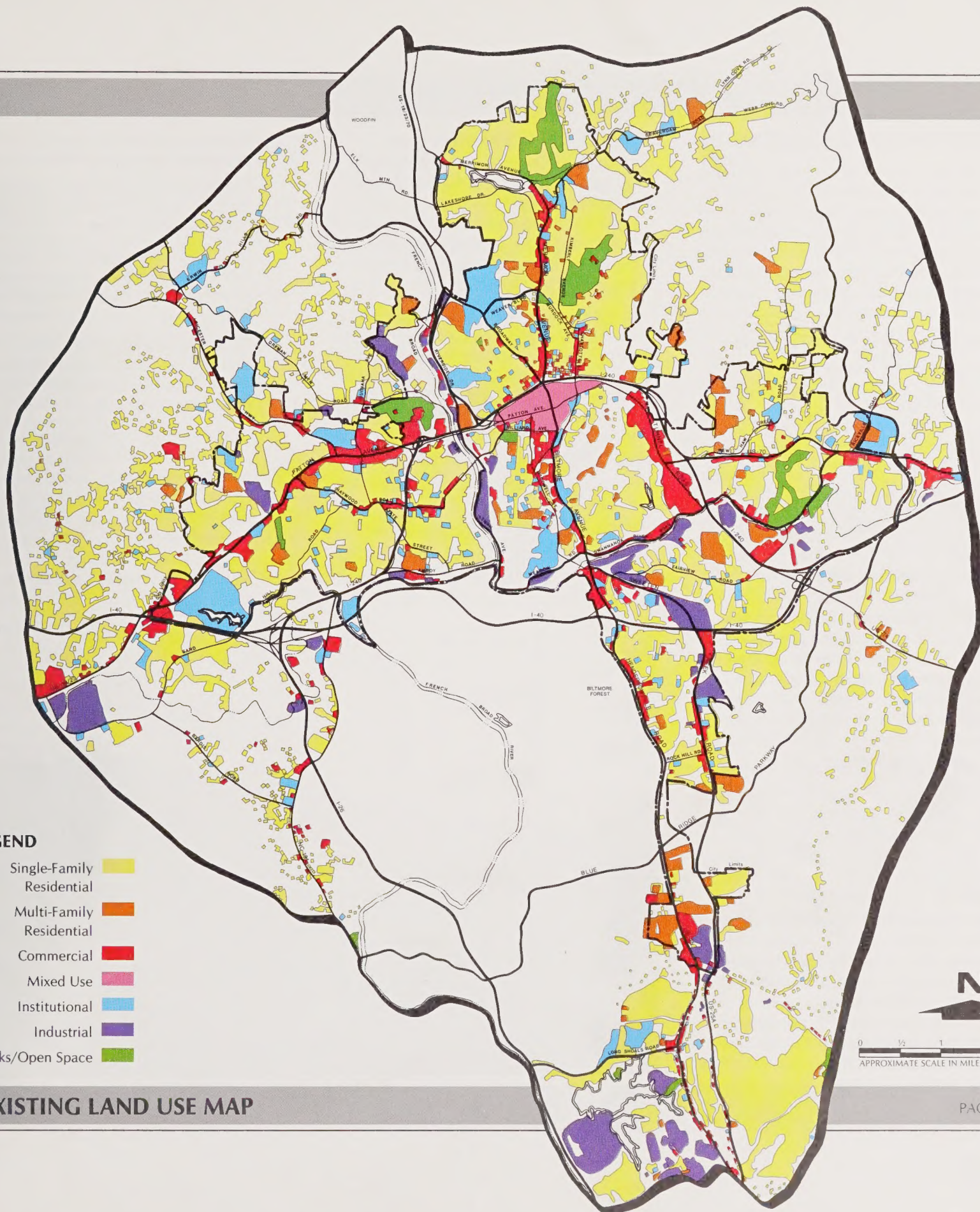
EXISTING LAND USE (CITY LIMITS)



LEGEND

- Single-Family Residential
- Multi-Family Residential
- Commercial
- Mixed Use
- Institutional
- Industrial
- Parks/Open Space

EXISTING LAND USE MAP



0 1/2 1 2
APPROXIMATE SCALE IN MILES

2010 ASHEVILLE CITY PLAN

FUTURE LAND USE PROJECTIONS

Working within the existing land use parameters and patterns, the development of a future land use pattern for the City of Asheville is further guided by: emerging trends, community goals and projected land use needs. Included among local trends which have implications for future land uses are:

Trend: Expanding Tourist Economy

creates a need for: the protection of our scenic natural resources; the preservation of the City's existing historic architectural fabric; the establishment of the Education, Arts and Science Center for W.N.C.; expansion of commercial/convention/tourist facilities; improved connections between attractions and the downtown.

Trend: Increasing Retirement Population

creates the need for: increased medical facilities/services/locations; alternative residential retirement housing with services accessible and convenient; growing cultural and continuing education opportunities.

Trend: Need for Affordable Housing

creates the need for smaller lot and unit size requirements; clustered housing and zero lot line development; the reservation of land for manufactured housing; flexibility in residential density requirements.

Trend: Protection of the Environment

creates the need for ordinances protecting mountains, valleys and rivers; establishment of location criteria limiting impact on natural resources and health, safety and welfare of the community.

Trend: Shift in Industrial Base

creates the need for: substitution of light industry and warehousing replacing heavy industrial uses; continued recruitment of non-polluting/high technology/small businesses; concentrated areas serving industrial needs.

In addition to these emerging trends, community goals have played an important role in planning for Asheville's future land development. The citizens of Asheville, through the "Alternatives for Asheville" process, have presented visionary land use objectives for our City's growth. Of major concern are:

- Protection of Asheville's unique environmental setting
- Ensuring quality development
- Emergence of Downtown Asheville as a vital center of economic, cultural and visitor activity

- Preservation and protection of the quality of residential life
- Ensuring the adequate supply of suitable land for future economic development needs
- Expansion of mixed use development and recreational opportunities along portions of the French Broad River
- Encouragement of secondary commercial business centers in lieu of strip development at locations throughout the City
- Ensuring the continued development of a diversified economic base which emphasizes a balance between the various sectors including: non-polluting industrial activity; a strengthened service industry, i.e., medical, educational, financial, tourism, and retail and wholesale trade.



Finally, projected land use needs are the remaining element critical to the creation of Asheville's plan for development. The projected ratios of land uses (based on population and employment projections and emerging trends) needed to accommodate Asheville's future growth are shown below:

Proposed Land Use

(Existing Within City Limits)

Residential	45.0%
Low Density	
Development	39.5%
Medium & High	
Density Development	5.5%
Commercial	7.9%
Industrial	3.5%
Institutional	6.3%
Parks/Open Space	4.0%
Vacant	33.3%

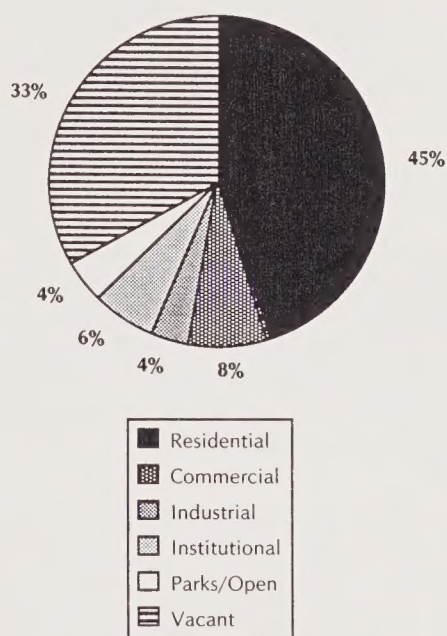
Proposed Land Use

(Outside City Limits - Planning Area)

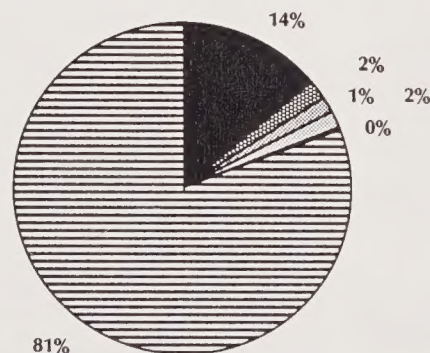
Residential	14.1%
Low Density	
Development	13.3%
Medium & High	
Density Development	.8%
Commercial	1.8%
Industrial	1.4%
Institutional	1.6%
Parks/Open Space	.5%
Vacant	80.6%

These ratios reflect the amounts of land necessary to accommodate projected housing, employment, service and cultural/recreational needs of the Asheville area residents until the year 2010.

PROPOSED LAND USE (CITY LIMITS)



PROPOSED LAND USE (OUTSIDE CITY)



2010 ASHEVILLE CITY LAND USE PLAN

The 2010 Asheville City Land Use Plan encompasses the area within the existing City limits, as well as the area outside the corporate limits. This larger planning area was chosen due to the need to plan for land development immediately adjacent to the City and due to the fact that this larger area is, with a few deviations, the City's transportation planning area. [See Future Land Use Map.] Following is a description of the proposed land use pattern for this entire area.

The illustrated 2010 land use pattern is built upon the emergence of Downtown Asheville as a service, cultural and retail center of Western North Carolina. Mixed-use development will include high density residential living, improved public amenities, expanded commercial, cultural and office uses, thus creating 24 hour activity in the heart of the City.

The expanded **urban center** will serve a variety of mixed uses: retail specialty shopping, financial services, cultural, business and professional services, high density residential development and the needs of a regional market area. Development standards will favor a compact, urban business area serving a pedestrian clientele and downtown residents. The **urban fringe** will support the activities in the urban center yet act as a transition area which allows for neighborhood trading, office development and medium residential densities.

The 2010 Plan depicts additional **commercial/service** development in concentrated commercial business centers specifically structured to support residential neighborhoods. These business centers are oriented around major intersections (limiting or in some cases restricting strip development) and are aimed at serving the retail, medical and

2010 ASHEVILLE CITY PLAN

business needs of targeted areas. In addition, secondary neighborhood trading areas are to be developed where a need exists.

A residential hierarchy consisting of high, medium, and low density residential development will provide the variety of housing opportunities needed for all segments of the population.

High density residential development (new construction and infill opportunities) will be encouraged in the Urban Center utilizing pedestrian and public transportation amenities.

Medium density residential development will occur in the Urban Fringe or near secondary commercial business centers, along traffic corridors, and outside environmentally sensitive areas. Office and neighborhood business uses can be found in or near these areas, particularly at the head of Montford and South Chestnut-Liberty, and the Chicken Hill areas.

Low density residential development is proposed within proximity to service/commercial areas yet buffered from excessive noise, traffic, and development. Existing neighborhoods will be protected and preserved. Environmentally sensitive areas will be reviewed as possible sites for new low density residential development.

Office and institutional expansion will occur in the Urban Center, the Urban Fringe, and at the concentrated commercial business centers. Governmental and financial uses will be strengthened as the City-County Plaza and Pritchard Park areas are targeted for location of these employment activities. Major medical expansion will be supported along Biltmore Avenue and McDowell Street. Urgent care emergency centers/doctors' offices and expansion of general community services will occur at the commercial business centers. Future

growth at the University of North Carolina at Asheville and Asheville-Buncombe Technical College campuses will be supported.

A gradual reduction of **industrial** activities along the French Broad River, north of the Smoky Park Bridge will be initiated. The shift of industry and warehousing along the river to designated light industrial areas with access to transportation corridors and compatible uses will permit new mixed use development (commercial, retail, residential, accommodations, parks . . .) to occur along the river.

The creation of a coordinated network of **greenways**, boulevards, and linear parks will utilize and protect the City's rivers, lakes and flood-prone areas. Environmentally sensitive areas will not only buffer non-compatible land uses, but link areas through avenues of greenery. The expansion of existing recreational facilities and the creation of additional active recreational areas will support a growing population ■



OBJECTIVES AND TOOLS

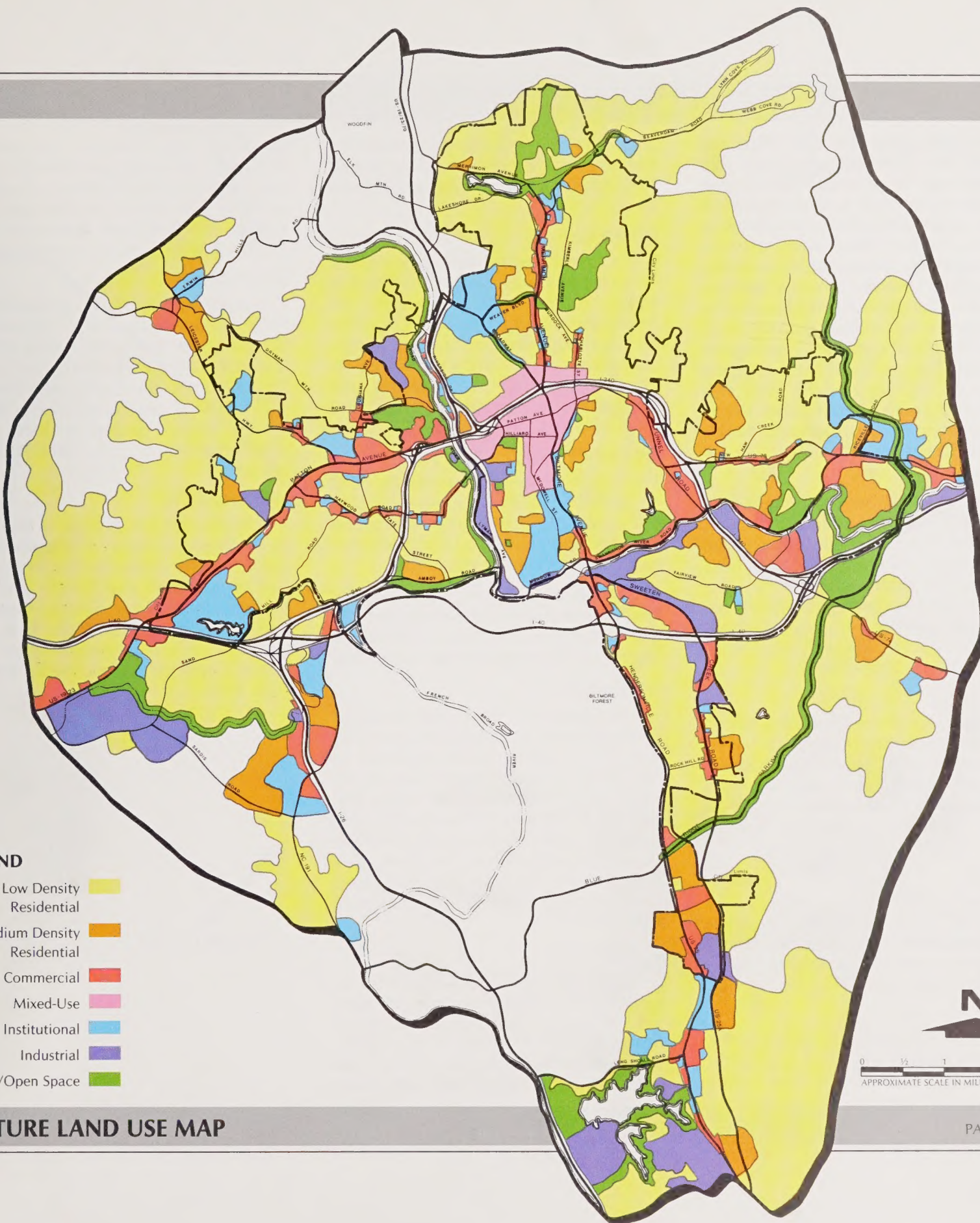
To reserve an adequate amount of land to accommodate projected housing, employment, cultural and recreational needs of the citizens of Asheville while promoting a land use pattern which is sensitive to the environment.

- Revise Zoning Ordinance and Zoning Map to reflect the Land Use Map and concepts contained within the 2010 Asheville City Plan (residential development; park and greenway planning; commercial and industrial development; accessibility of municipal services; transportation).
- Enforce and strengthen existing ordinances (Floodplain, Sedimentation Control, Ridge Protection, Sign Ordinance, etc.) and develop new ordinances to preserve environmentally sensitive areas.
- Guide the growth and development in areas adjacent to existing City limits through orderly extraterritorial jurisdiction and annexation policies.
- Utilize municipal service extension policies to guide quality development.
- Evaluate and update the City's transportation policies based on land use plans.

LEGEND

- Low Density Residential
- Medium Density Residential
- Commercial
- Mixed-Use
- Institutional
- Industrial
- Parks/Open Space

FUTURE LAND USE MAP



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APPROXIMATE SCALE IN MILES

2010 ASHEVILLE CITY PLAN

The 2010 Asheville City Plan has divided the larger planning area into ten planning “focus areas.” The purpose of these focus areas is not to establish future neighborhood or area planning districts. Rather, these areas were established for the sole purpose of providing a magnified view of City-wide land use strategies. The planning area boundaries were drawn according to 1980 U.S. Census Neighborhood Statistical Program Area delineations. These ten focus areas shown on the Focus Area Map are: North, East, South, West, Central, Urban Center/Urban Fringe, Northeast, Southeast, Southwest, Northwest.

NORTH:

The North Focus Area is bounded by the City limits to the North; the City limits and Town Mountain Road to the East; I-240 to the South; and Broadway and the City limits to the West. This area includes such neighborhoods as: Beaver Lake, Grove Park, Sunset Mountain, UNC-A, the Claxton School Area, and Chestnut-Liberty Street.

EAST:

The East Focus Area is bounded by the City limits to the North and East; I-40 to the South; and US 25/Swannanoa River/Tunnel Road to the West. This area includes such neighborhoods as: Haw Creek, Beverly Hills, Parkway Forest, Oakley, Chunns Cove, Biltmore.

SOUTH:

The South Focus Area is bounded by I-40 to the North; and by the City limits to the East, South, and West. Shiloh and Ballantree are among the neighborhoods included in this area.

WEST:

The West Focus Area is bounded by the City limits to the South, West, and North; and by the French Broad River to the

East. This area includes such neighborhoods as: Malvern Hills, Sulphur Springs, West Asheville, Lower Emma, and Deaver-view.

CENTRAL:

The Central Focus Area is generally bounded by Broadway and I-240 to the North; Tunnel Road to the East; the Swannanoa River to the South; and the French Broad River to the West. Neighborhoods situated within this area include: Montford, East Riverside, the Downtown, Kenilworth, East End and the McDowell Street Area.

URBAN CENTER/URBAN FRINGE:

The Urban Center is bounded by I-240 to the North; Hilliard, Grove/Blanton to the West; Choctaw to the South; and Biltmore Avenue, South Charlotte Street and College Street to the East.

The Urban Fringe is bounded generally by Chestnut Street to the North; Roberts and Clingman to the West; I-240 to the South; and Furman Avenue to the East.

NORTHEAST:

The boundaries of the Northeast Focus Area run generally near Baird Cove Road and Elk Mountain Scenic Highway to the North; through Craven Gap to the Swannanoa River to the East; along I-40 and the City limits to the South; and, along the Asheville City limits and the Woodfin town limits to the West. This area includes such neighborhoods as: the Beaverdam Valley, Upper Haw Creek, and Oteen.

SOUTHEAST:

The boundaries of the Southeast Focus Area follow I-40 to the North; run generally by Little Cedar, Butler, and Merrill Mountains to the East; along Glenn Bridge Road to the South; I-26 and the Biltmore Estate to the West; and along

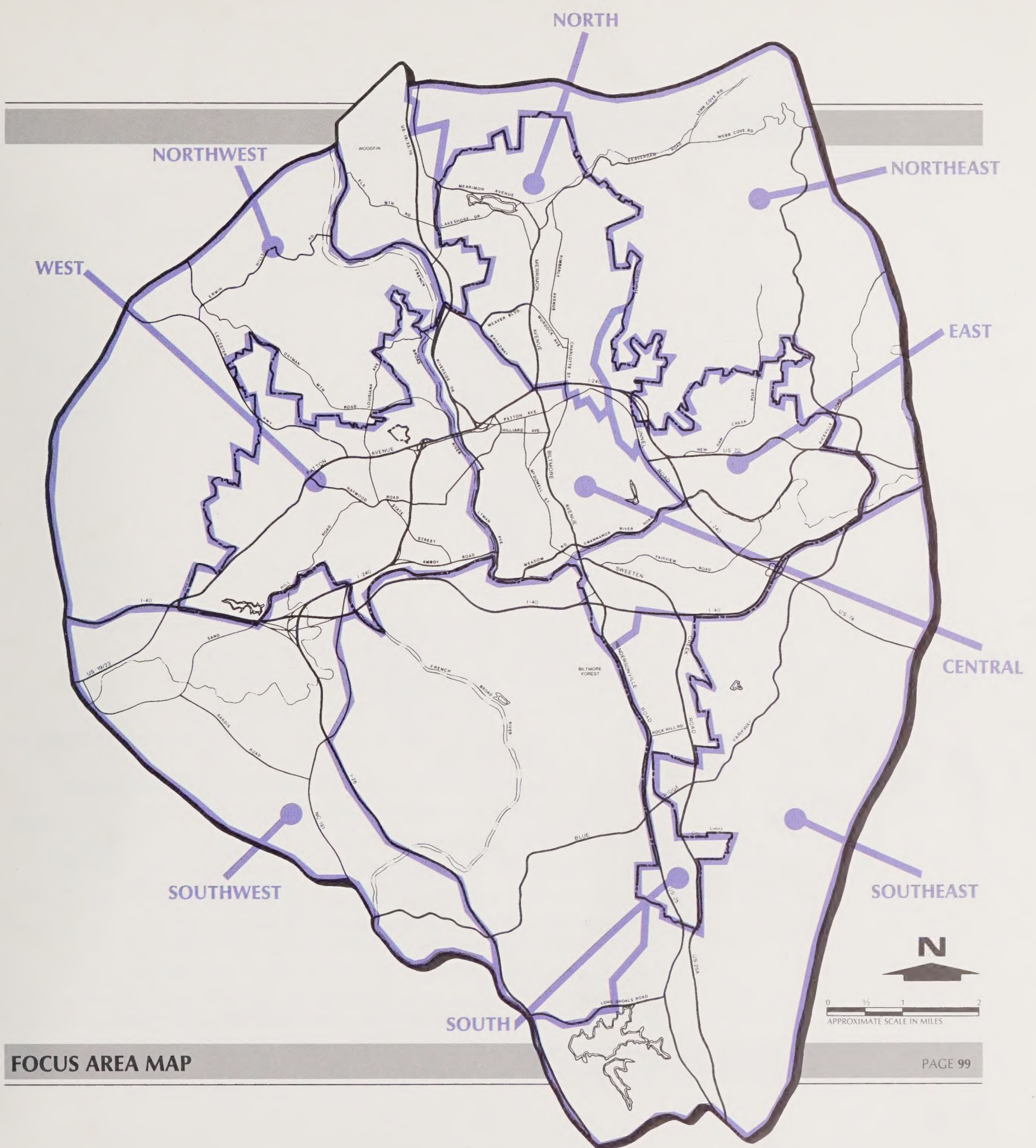
the Blue Ridge Parkway, the Town of Biltmore Forest and Asheville City limits and I-40 to the North. This area includes such neighborhoods as: Fairview, Oak Forest, the Bee Tree Reservoir area, Skyland/Arden, and Limestone.

SOUTHWEST:

The boundaries of the Southwest Focus Area run generally along I-40 and the City limits to the North; along NC 191 and I-26 to the East; along the French Broad River to the South; and, through the Pisgah National Forest to Enka Village on the West. This area includes such neighborhoods as: Enka, Sand Hill, and Venable.

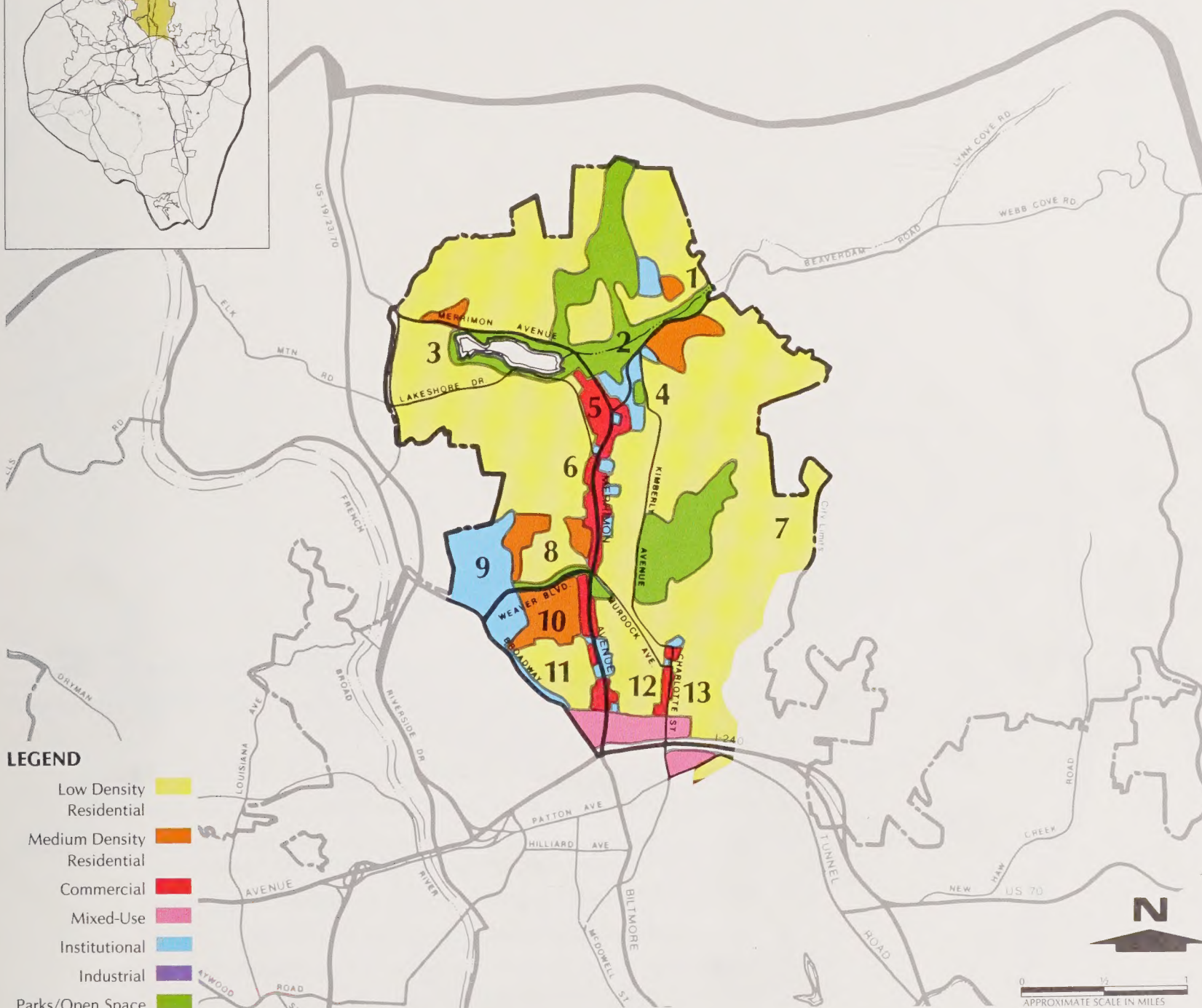
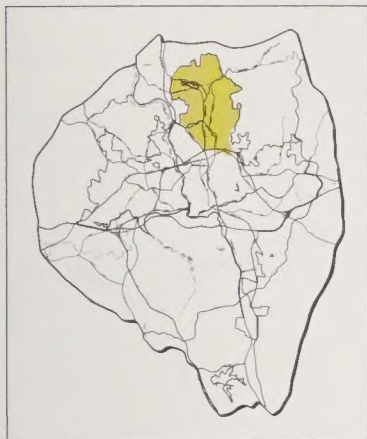
NORTHWEST:

The Northwest Focus Area is bounded by the Woodfin Town limits to the North and East; the Asheville City limits and I-40 to the East and South; and run through Starnes Ridge, Spivey Mountain, and Leicester to the West. This area includes such neighborhoods as: Leicester, Upper Emma, and the Richmond Hills area.



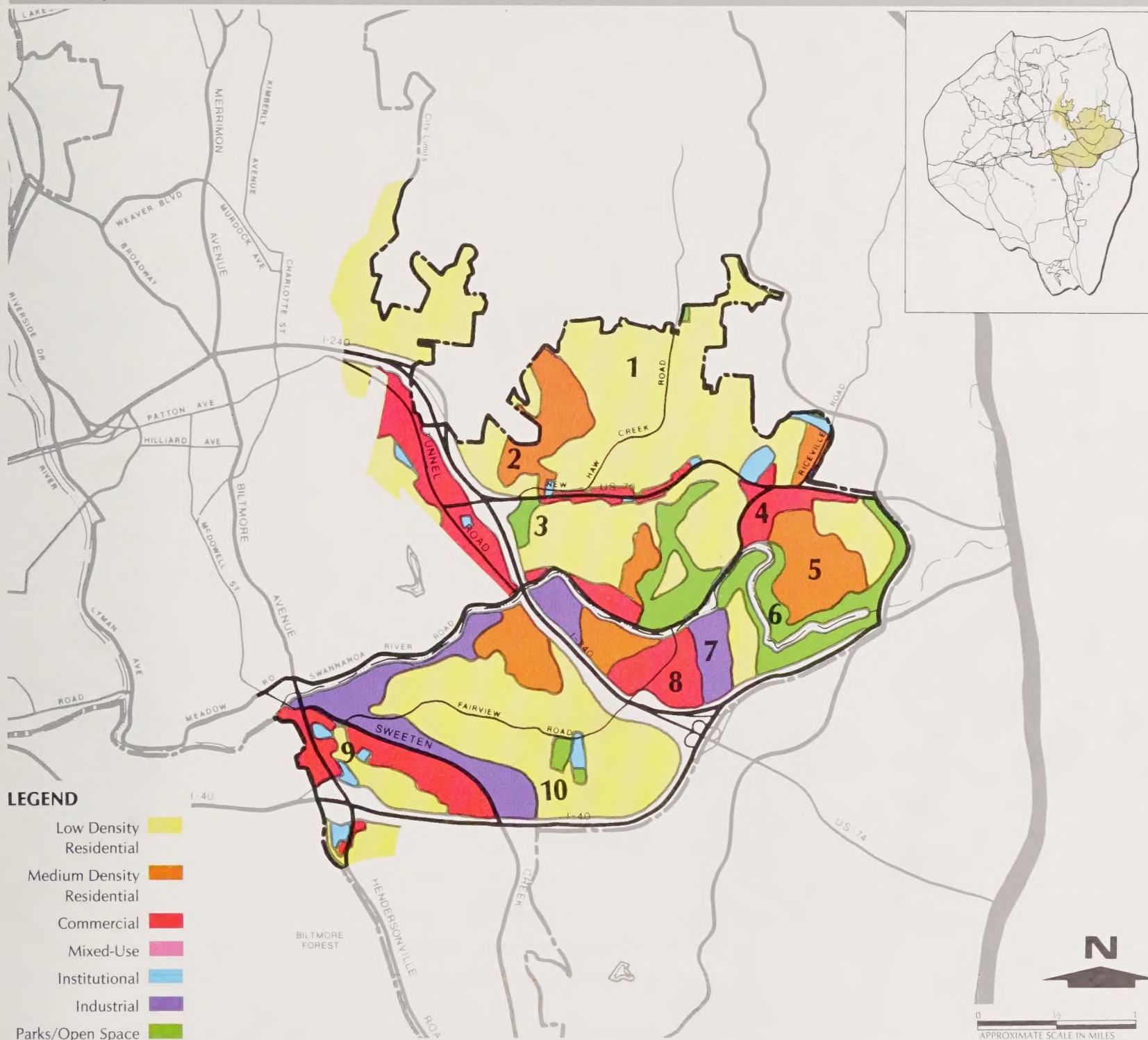
NORTH:

1. North Asheville Neighborhood Park in Beaverdam Creek floodplain.
2. Reserved greenbelt along Beaverdam Creek floodplain.
3. "Vita parcours"/health fitness trail around Beaver Lake.
4. Educational nature walk/open space off Kimberly Avenue.
5. Commercial business center at intersection of Merrimon Avenue and Beaverdam Road.
6. Strip office/commercial development limited along Merrimon Avenue.
7. Low Density Residential Development in steep hillside areas.
8. Greenway along Weaver Boulevard.
9. University of North Carolina at Asheville Master Site Plan executed.
10. Medium Density Residential Development bordering UNCA campus.
11. Greenway along **west** side of Broadway expansion connecting University to Downtown Asheville with institutional expansion along the **east** side.
12. Preservation and protection of Chestnut-Liberty Street Historic District.
13. Commercial or office zoning should be retained on Charlotte Street from I-240 to Edwin Place. From Edwin Place north, residential zoning should be retained.



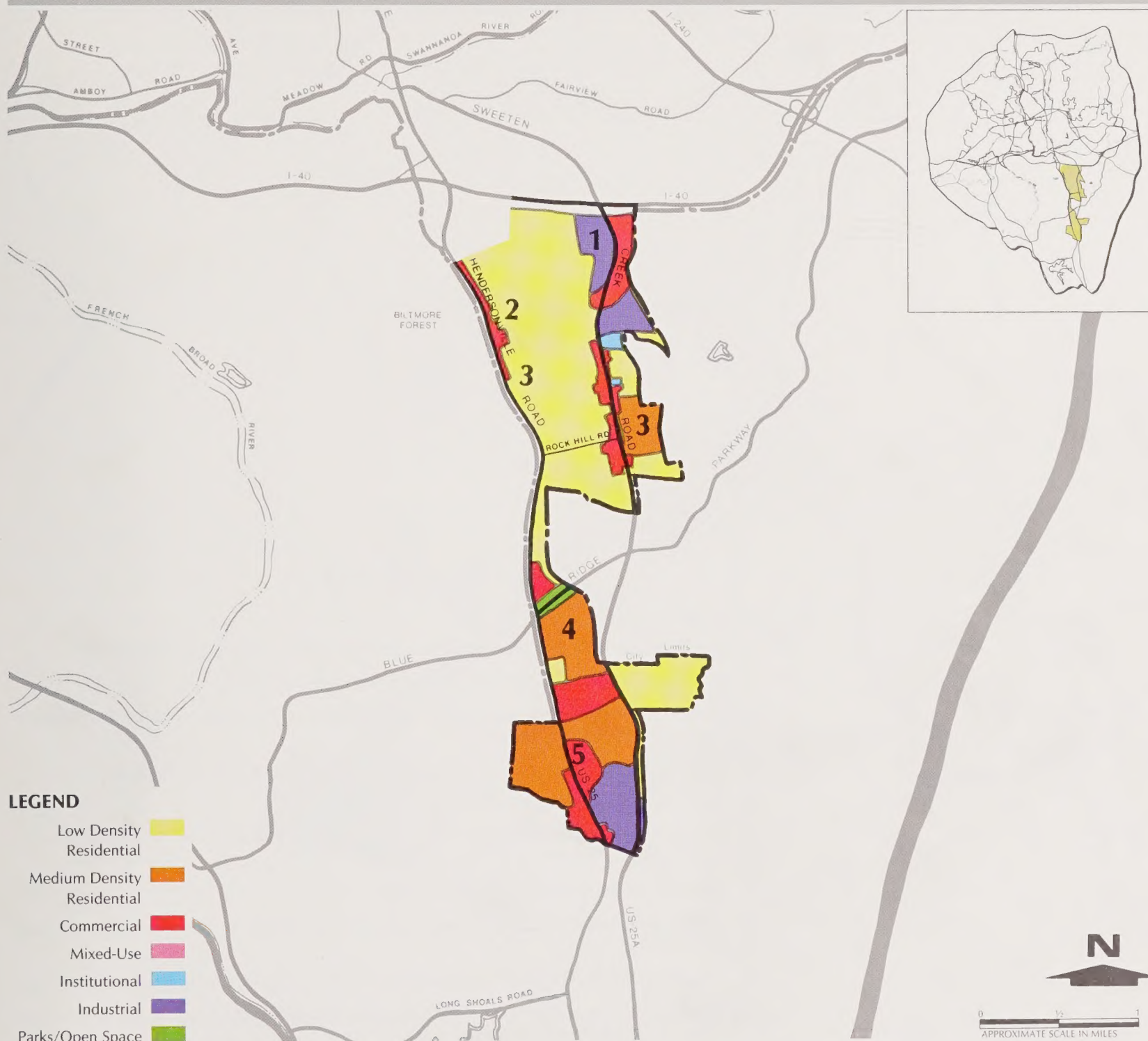
EAST:

1. Low Density Residential Development in environmentally sensitive areas.
2. Medium Density Residential Development in areas with services and access.
3. Reserved open space on fill areas (US 70/I-240).
4. Commercial Business Center at intersection of US 70/Riceville Road.
5. Medium Density Residential Development adjacent to Lake Craig park.
6. Lake Craig and surrounding property as multi-sports field connecting Recreation Park and Blue Ridge Parkway Regional Information Center.
7. Light industrial development in vicinity of Gashes Creek.
8. Commercial Business Center expansion at River Ridge.
9. Preservation and protection of Biltmore Village Historic District.
10. Active recreation area bordering Oakley Elementary School.



SOUTH:

1. Sweeten Creek Light Industrial Park expansion.
2. Widening and improvement of McDowell and Hendersonville Road.
3. Kenilworth/Hendersonville Road water line improvement.
4. Medium Density Residential Development adjacent to Commercial Business Center.
5. Commercial Business Center between Blue Ridge Parkway and Mills Gap Road.



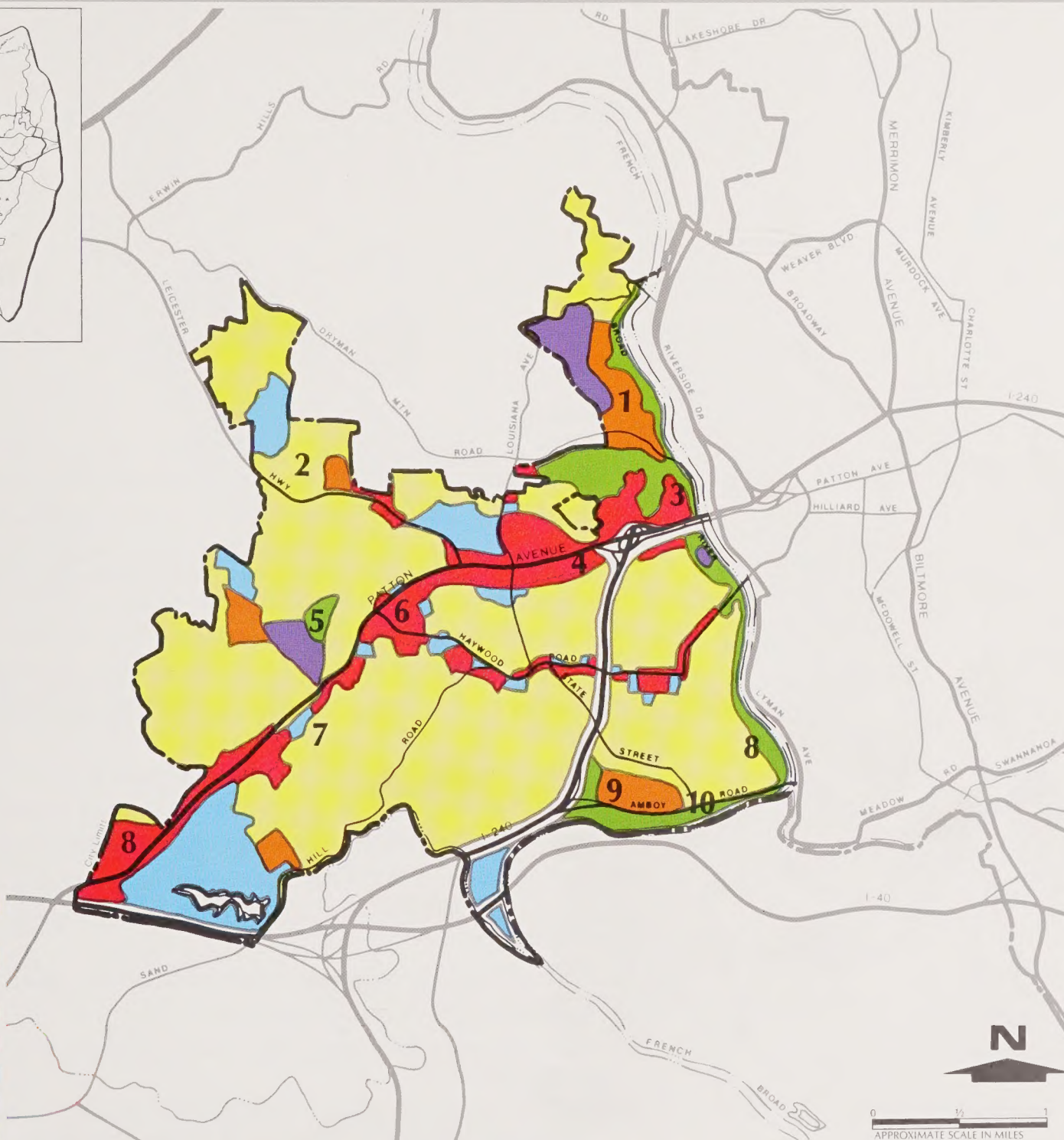
WEST:

1. Medium Density Residential Development next to light industrial area.
2. Widening and improvement to Leicester Highway (N.C. 63).
3. Steep hillsides along **west** bank of French Broad River reserved as open space, **north** of the Smoky Park Bridge.
4. Strip office/commercial development limited along Patton Avenue.
5. Deaverview Park expansion.
6. Commercial Business Center at intersection of Patton Avenue and Haywood Road.
7. Planted median along Patton Avenue.
8. Linear greenway park along **west** bank of French Broad River, **south** of Smoky Park Bridge.
9. Medium Density Residential Development across from proposed Riverside Park.
10. Proposed Riverside Park connecting adjacent ballfields (former Rankin School property) and linear greenway park.



LEGEND

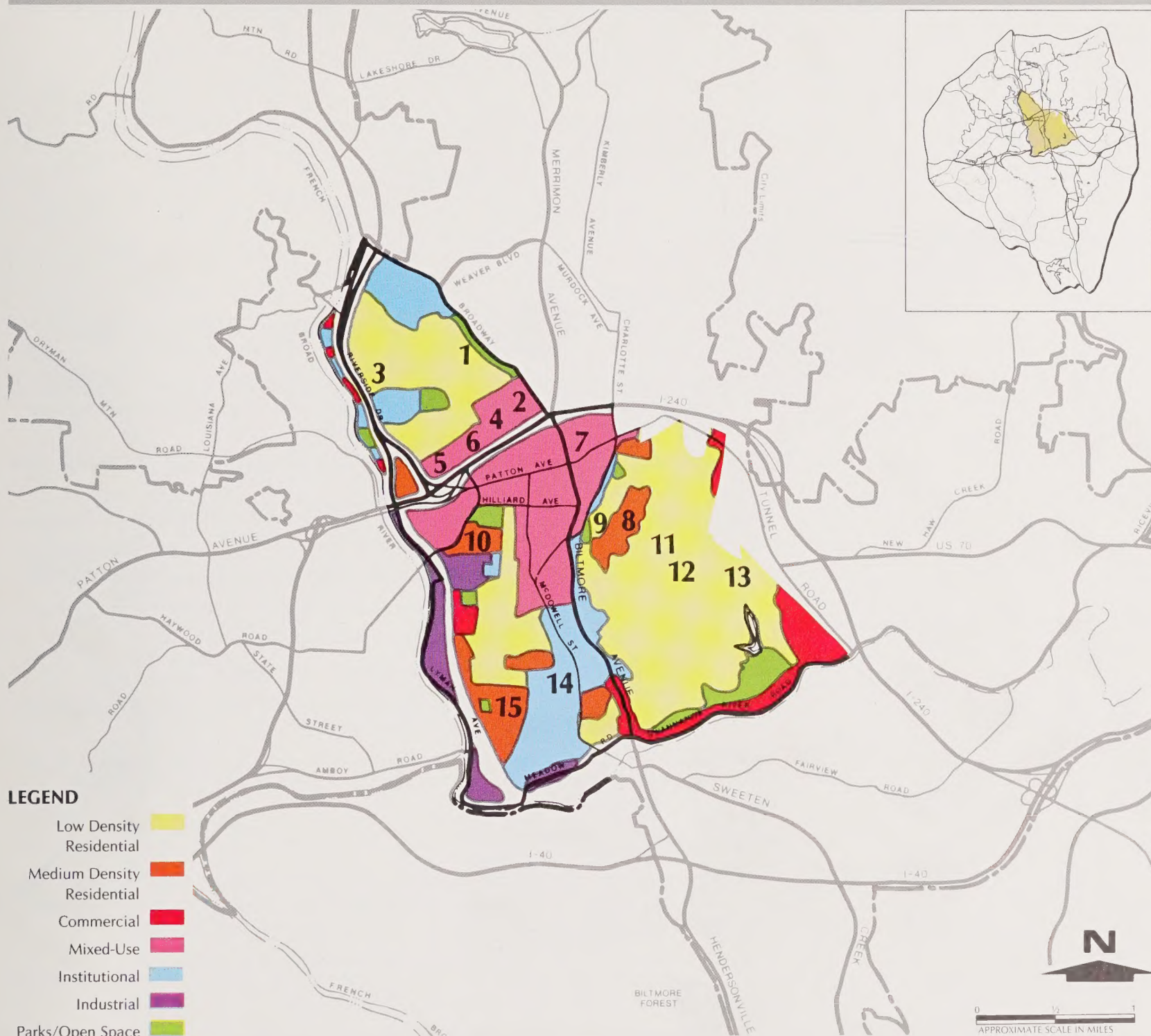
- Low Density Residential
- Medium Density Residential
- Commercial
- Mixed-Use
- Institutional
- Industrial
- Parks/Open Space



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APPROXIMATE SCALE IN MILES

CENTRAL:

1. Institutional expansion in conjunction with widening of Broadway on the **east** side and establishment of greenway along **west** side of Broadway.
2. Neighborhood trading area at Head of Montford within Urban Fringe.
3. Gradual phasing out of industry/warehousing along **east** bank of the French Broad River, **north** of the Smoky Park Bridge, to allow for linear park and mixed use activities (commercial, retail, accommodations).
4. Preservation and protection of Montford Historic District.
5. Recreational area and lake in accordance with Montford Redevelopment Plan.
6. Medium Density Residential Development adjacent to recreational area and Hill Street School.
7. Expanded Urban Center and creation of Urban Fringe.
8. Medium Density Residential Development in East End Redevelopment area.
9. Multi-sports field complex according to East End Redevelopment Plan.
10. Medium Density Residential Development adjacent to Aston Park.
11. Low Density Residential Development on steep hillsides of Beaucatcher Mountain.
12. Study of Beaucatcher Mountain ridge as linear open space.
13. Low Density Residential Development.
14. Expanded medical community surrounded by Medium Density Residential Development.
15. Medium Density Residential Development adjacent to expanded Asheville-Buncombe Technical College around Walton Street Park.

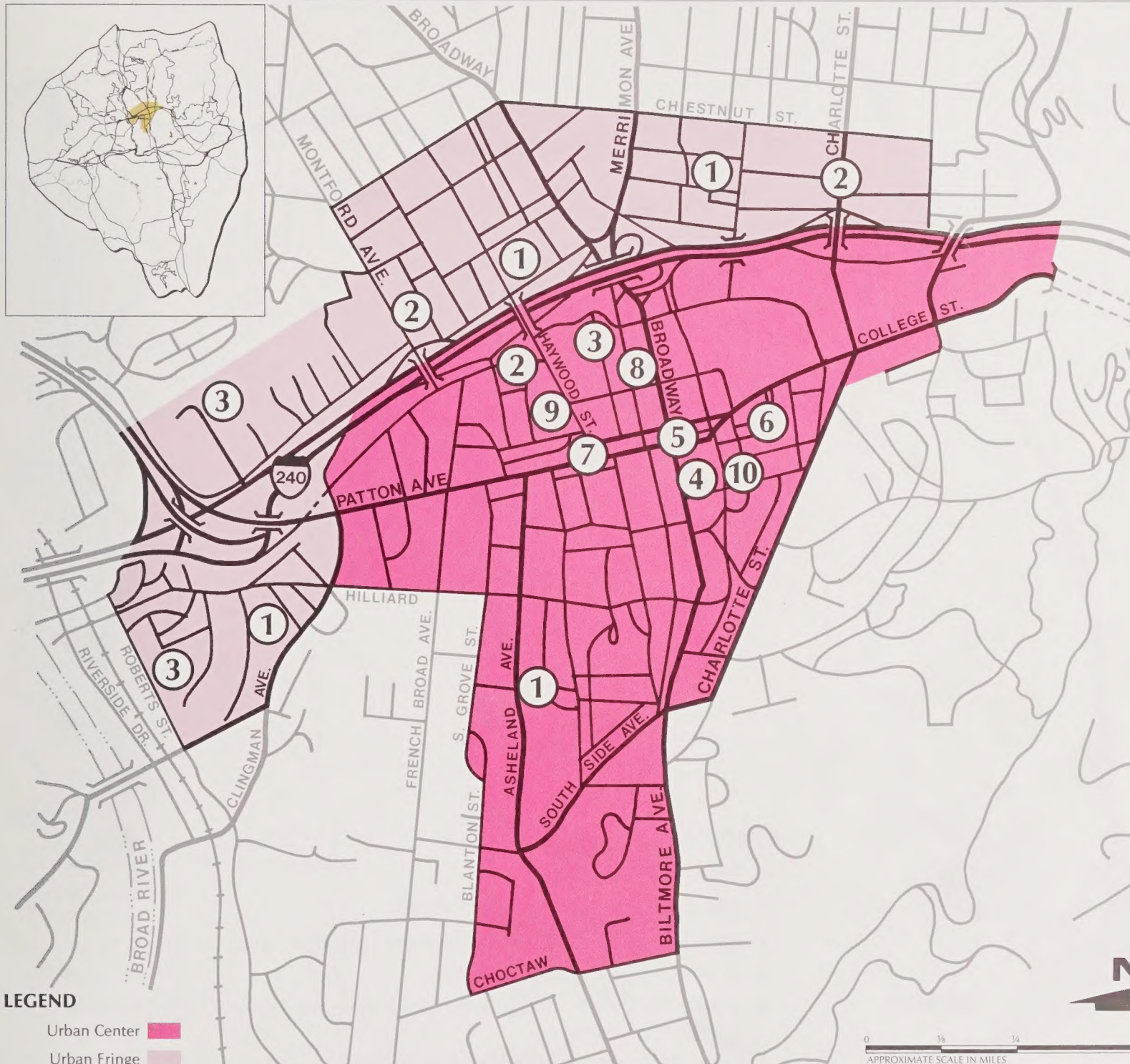


URBAN CENTER:

1. Expansion of the Urban Center supporting cultural, retail, institutional, residential, small business, financial, and commercial activities.
2. High Density Residential Development through adaptive reuse, new construction and infill opportunities throughout the Urban Center creating an urban neighborhood.
3. Redesign existing park and create new urban parks as outlined in the 1986 Urban Design Action Plan.
4. Establishment of "Pack Place" as the Education, Arts and Science Center of Western North Carolina.
5. Establishment of Pack Square as major office center with ground level retail.
6. Strengthening of City/County Plaza as governmental center.
7. Strengthening of Pritchard Park area as financial center.
8. Strengthening of Lexington Park as artisan/retail center.
9. Strengthening of Haywood Street/Battery Park Avenue areas as 24 hour activity zone (retail, lodging, business conventions, etc.)
10. Establishment of a festival marketplace in the old City Market (Market St. and Spruce St.) after relocation of municipal services to new facility.

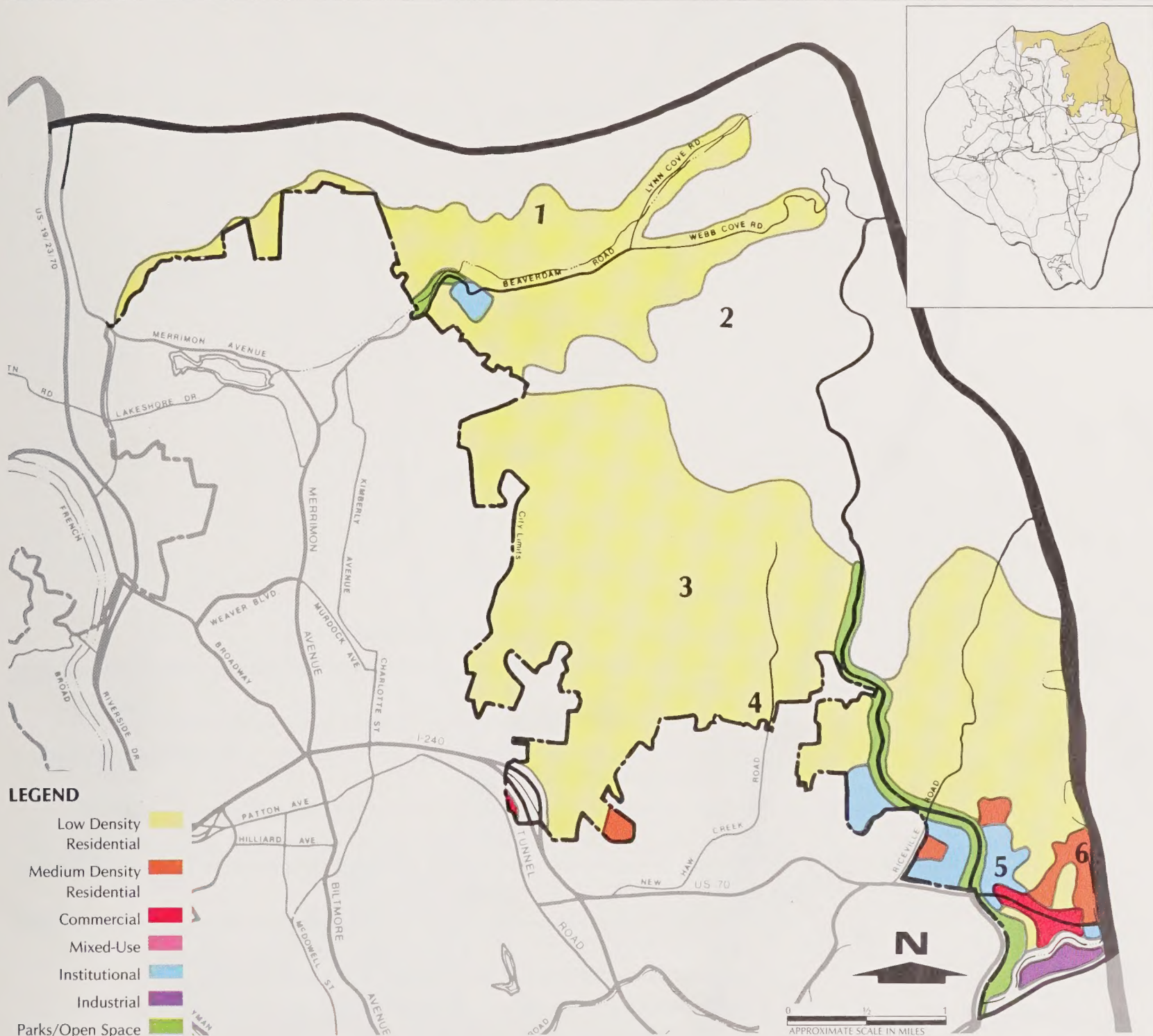
URBAN FRINGE:

1. Medium to High Density Residential Development through adaptive reuse, new compatible construction and infill opportunities creating an urban neighborhood, i.e., South Chestnut-Liberty Streets, Chicken Hill, Montford.
2. Neighborhood trading (grocers, laundry, drugstore, public utilities, small business, offices) supporting urban neighborhood activities, i.e., Head of Montford, South Chestnut-Liberty, Chicken Hill.
3. Redesign existing parks and create new urban parks.



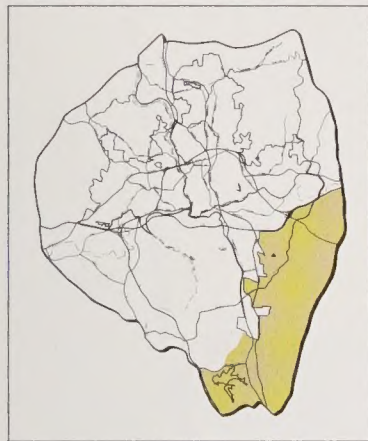
NORTHEAST:

1. Beaverdam Reservoir.
2. Peach Knob Reservoir improvements.
3. Low Density Residential Development in hillside areas.
4. Acquisition of East Asheville Park.
5. Office/institutional expansion around Veterans Administration Hospital complex.
6. Medium Density Residential Development.



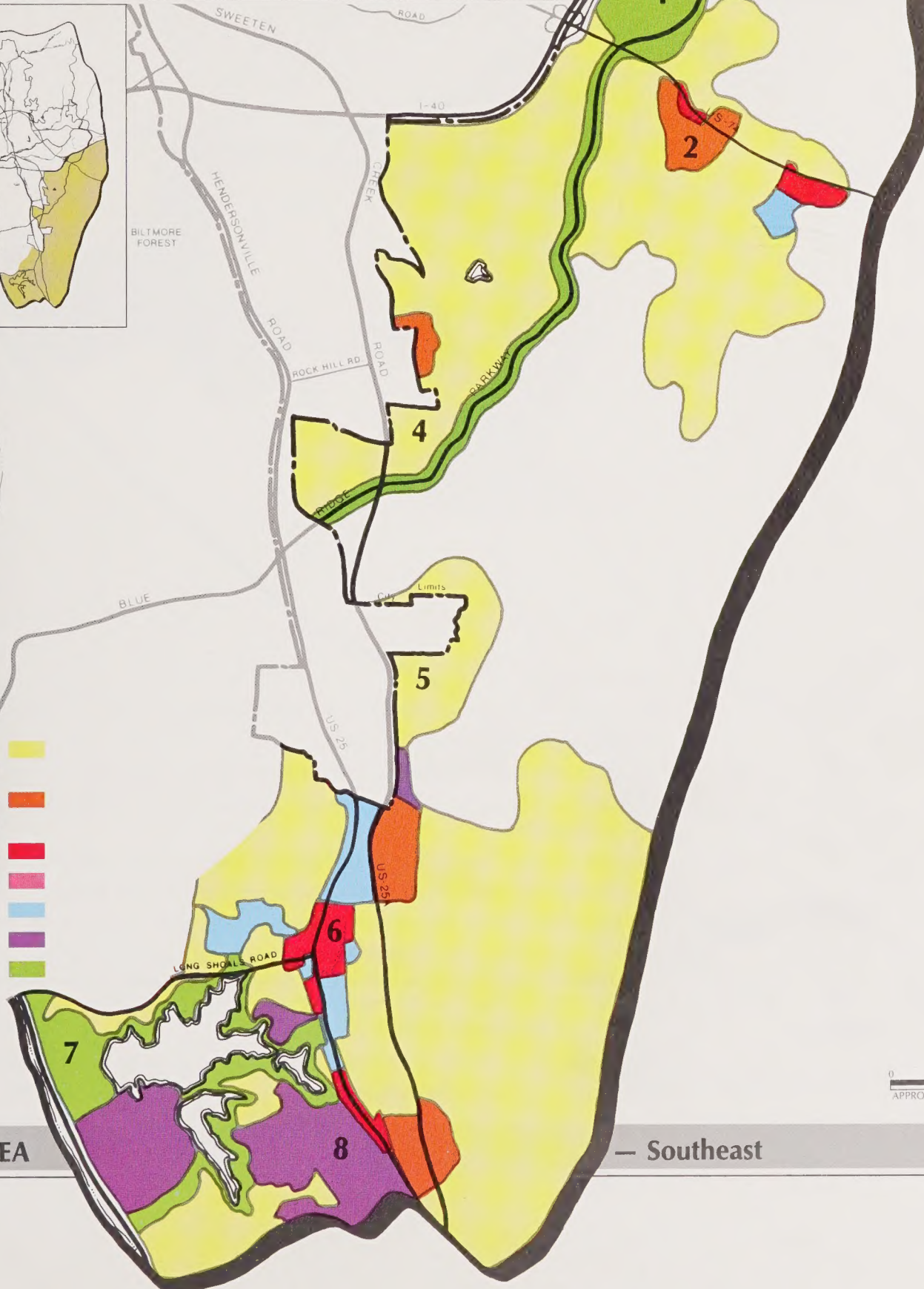
SOUTHEAST:

1. Blue Ridge Parkway Regional Information Center.
2. Medium Density Residential Development supporting commercial activities along U.S. 74.
3. Medium Density Residential Development in the School Road area.
4. Low Density Residential Development adjacent to Blue Ridge Parkway and within steep hillsides.
5. Low Density Residential development at the base of Busbee Mountain.
6. Commercial Business Center around intersection of Long Shoals Road with office/institutional development expansion and Medium Density Residential Development on the outskirts of center.
7. Reserved linear open space along Lake Julian along with expansion of existing lake park.
8. Industrial development expansion south of Lake Julian.
Expanded Asheville Airport surrounded by commercial, light non-polluting industry, and distribution activities.



LEGEND

- Low Density Residential
- Medium Density Residential
- Commercial
- Mixed-Use
- Institutional
- Industrial
- Parks/Open Space



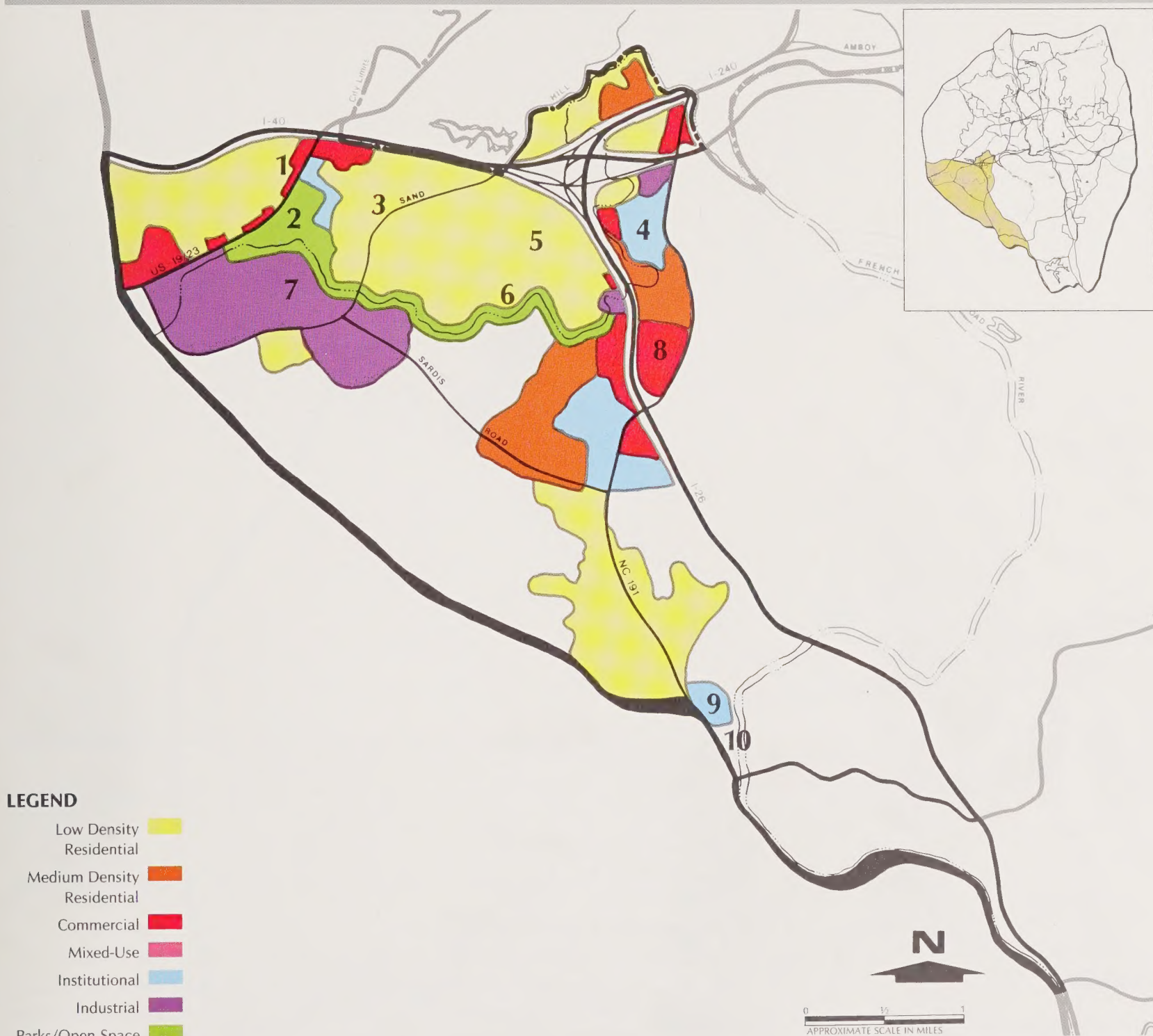
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APPROXIMATE SCALE IN MILES

FOCUS AREA

— Southeast

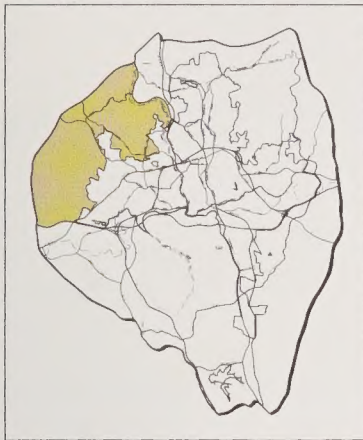
SOUTHWEST

1. Patton Avenue/U.S. 19-23 water main extension.
2. Sand Hill ballfield development.
3. Sand Hill Road - Edgewood Road water main extension.
4. Office/institutional distribution center located at Brevard Road-Farmer's Market area.
5. Low Density Residential Development between I-40 and Hominy Creek.
6. Floodway/open space buffer to adjacent Low Density Residential Development.
7. Industrial center adjacent to Hominy Creek and existing BASF plant.
8. Commercial Business Center with regional and divisional headquarters located at Brevard-Sardis Roads; commercial, office/institutional development with Medium Density Residential Development on outskirts of center between the Farmer's Market and Sardis Road.
9. French Broad River Treatment Plant.
10. Southwest water main extension.



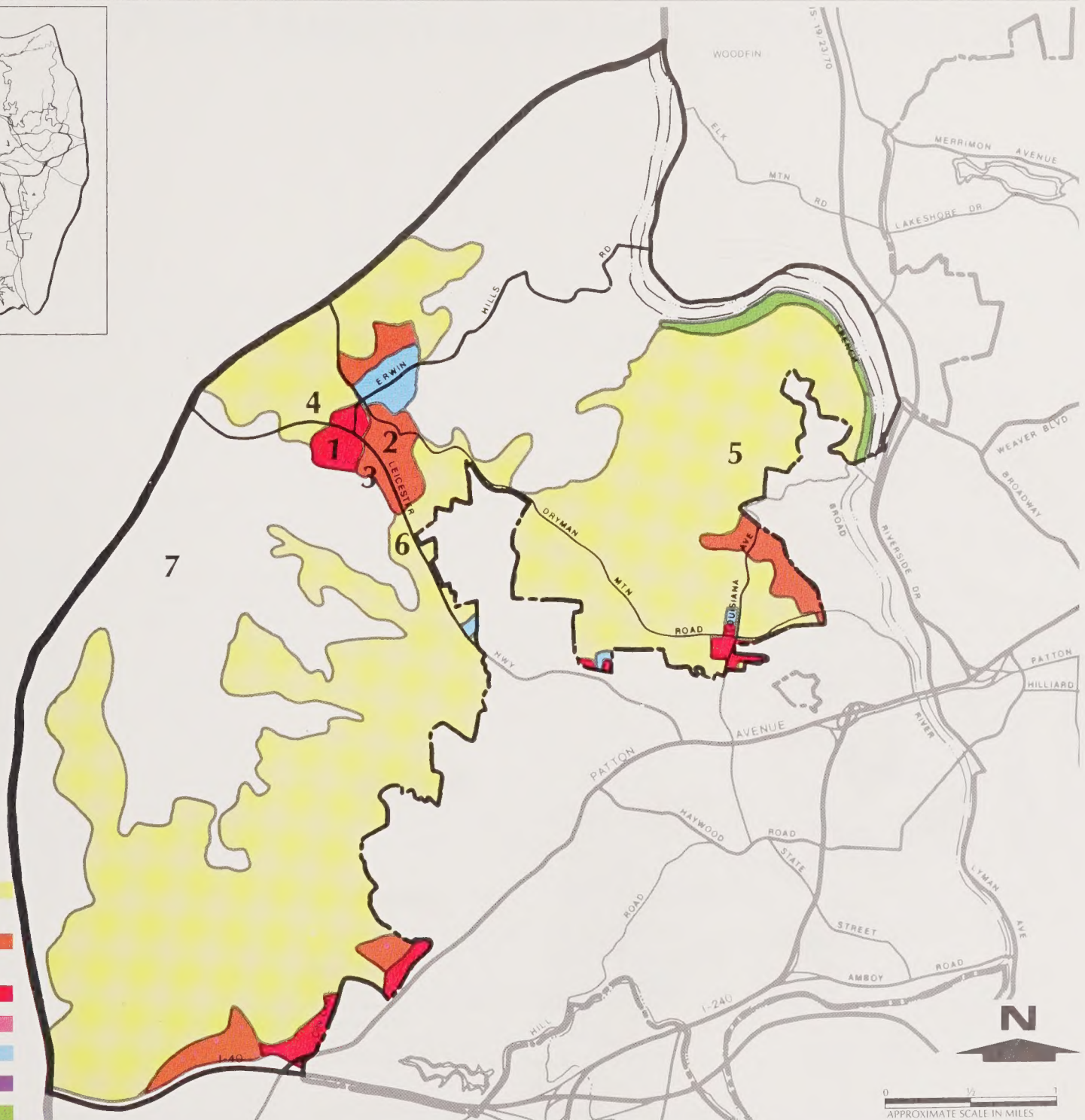
NORTHWEST:

1. Commercial Business Center located at N.C. 63 - Erwin Hills Road with Medium Density Residential Development on outskirts of center.
2. Medium Density Residential Development located near access and services.
3. Widening and improvement of Leicester Highway (N.C. 63).
4. Strip development limited along Leicester Highway.
5. Low Density Residential Development located in areas less accessible, with fewer services.
6. Leicester Road water main extension.
7. Spivey Mountain Reservoir and water main extension.
8. Commercial Business Center located at Smoky Park/I-40/N.C. 19-23 with improvements to traffic signalization and circulation. Medium Density Residential Development on outskirts of center.



LEGEND

- Low Density Residential
- Medium Density Residential
- Commercial
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PLAN MANAGEMENT AND IMPLEMENTATION

From the "Asheville City Plan" by John Nolen, 1922.

A Few Asheville Facts---and a Financial Statement

ASHEVILLE is the central and capital city of the mountain region known as Western North Carolina, which includes twenty-five counties.

Asheville reflects in every phase of activity the growth and prosperity of the territory which it serves.

The following figures for the region as a whole are significant:

The postal rates for the representative offices in the vicinity of Asheville have been combined in a recent survey which shows an increase of 770% in 1924 or nearly eight times the total for 1900.

The volume of bank transactions as shown by the daily record of debits to individual accounts is generally recognized as a very definite indication of business conditions. The records of the Asheville Clearing House Association show that check transactions in 1924 were more than double the total volume for 1919, the total for 1919 being \$140,040,000, and for 1924 \$282,215,000.

Building activity in Asheville is not accurately reflected in the record of building permits issued by the City of Asheville. The community has completely outgrown the old corporation and extensive building operations are in progress in all of the adjoining areas, including Biltmore, Biltmore Forest, South Biltmore, Kenilworth, Oaklyn, Norwood Park, Grace, Lake View Park and other sections. In the old city, building permits have increased from \$1,411,156 in 1920 to the total of \$4,217,895 for the year 1924. Building activity during 1925 promises to exceed all previous years, the record for the month of March alone showing a total volume of \$1,365,000. In addition to this fully \$800,000 was spent during the same month for building in suburban areas.

FINANCIAL STATEMENT City of Asheville, North Carolina April 1, 1925

Assessed Valuation, 1924	\$ 73,106,277.00
Real Valuation, estimated over.....	115,000,000.00

STATEMENT OF DEBT AS OF APRIL 1, 1925

Bonds outstanding	\$6,530,700.00
Bonds now offered.....	1,760,000.00
Floating Debt, (excluding current revenue debt, bond anticipation notes and other debt to be retired immediately upon the delivery of the bonds now offered).....	400,000.00
Total Debt, including bonds now offered	\$8,690,700.00
Deductions:	
Sinking Fund, except for water, light and power debt \$	62,978.37
Water debt, included above.....	1,586,000.00
Electric Light and power debt included above	100,000.00
Uncollected special assessments actually levied and pledged to local improvement bonds included above	700,107.88
Special assessments about to be levied and similarly pledged	303,242.36
Net indebtedness, including bonds now offered	\$5,938,371.39

The \$400,000 floating debt represents permanent improvements made from current revenues, and the City expects in due time to retire this debt by a bond issue.

There is no separate school district debt, Asheville's school bonds aggregating \$1,597,000 (including bonds now offered) being a part of the City debt listed above.

Net revenues from the City's water, electric light and power service are sufficient for interest and amortization of all bonds for the same purposes.

THE volume of manufacturing in the industrial district of which Asheville is the center has been steadily increasing and has shown a remarkable gain in recent years. During the past twenty years the number of wage earners employed has increased 175% for Western Carolina as compared with 80% for the country as a whole. During the same period the value of manufactured products has grown from \$12,000,000 to the present total of more than \$100,000,000, an increase of 715% as compared with 380% for the entire United States.

Important assets in Asheville's economic structure are the growing agriculture throughout this region, the development of forest resources and their by-products and the continual development of mineral resources. The value of mineral production last year was approximately \$3,500,000 exclusive of brick and clay products.

The local power and light company anticipated and prepared to meet an increase of 16% in 1924. The actual record for 1924 shows a gain of 27% in the number of electric light meters installed in Asheville.

In 1900, there were 50 water meters in operation in Asheville, and at the end of 1924, there were 8,220, and the number is increasing at the rate of 750 to 850 per year.

The scholastic population is growing so rapidly that the city officials find it difficult to provide adequate facilities. The school enrollment for 1924 shows an increase of 66% since 1919.

During 1924 the number of owned telephone stations increased 22.2% in Asheville, as compared with 15.4% in Birmingham, 15% in New Orleans, 11.6% in Atlanta, 7.4% in Jacksonville, and 6.6% in Louisville. There are now a total of 8,659 stations, which is an increase of 1,575 since 1923.

2010 ASHEVILLE CITY PLAN

PLAN IMPLEMENTATION AND MANAGEMENT

The 2010 Asheville City Plan is an advisory document intended to serve as a guide for the development of the City over the next 25 years. The Implementation and Management Section of this Plan serves to provide an outline of the measures (tools, strategies, or actions) identified as important to achieving stated goals and objectives. This Implementation Program presents these measures along with the recommended time frame, funding source and primary parties responsible for implementation.

The recommended timing for the implementation of each of the "tools"

in this Plan is indicated by 1-2 years, 3-6 years, or 7+ years. Programs which are continuous in nature have been classified as "ongoing."

The funding needed to implement the tools of the Plan has been assigned a dollar amount where available, (generally based on the FY 1987-1993 Capital Improvement Program). Many of the tools can be implemented by assigning existing City staff, addressing issues with legislation, or continuing existing programming. Only as these program items are selected from this Plan by City Council in consultation with the City Manager

and City Departments will a detailed financial analysis and work schedule program be drafted.

Additionally, the 2010 Plan will be reviewed every two years and be used in the preparation of the City's operational and capital budgets. Continuous monitoring of the implementation of the Plan will be carried out principally through a review of departmental work programs. Funding for specific projects and strategies will be evaluated and updated on a regular basis ■

NOTES:

ECONOMIC DEVELOPMENT	Time Frame	Funding Source	Primary Responsibility	Comments
Prepare a marketing strategy to entice new businesses and non-polluting industry.	1-2 yrs.	Private/Public	Chamber of Commerce, County Commissioners, City Council	Initiated at the 1986 Economic Summit
Promote more convention activity.	Ongoing	Room Tax, Private/Public	Tourism Development Authority, Chamber of Commerce, County Commissioners	
Promote corporate, regional and division headquarters in the Asheville area.	Ongoing		Chamber of Commerce, County Commissioners, City Council	Policy, Incorporate with Marketing Strategy
Investigate the potential for alternative tax structures.	Ongoing		City Council, County Commissioners, State Legislators	
Encourage and support the Airport Authority in its drive to implement phases of the expansion plans.	1-2 yrs.	Bond Issue & Grants	Airport Authority, County Commissioners	Included in proposed 1987 County-Wide Bond Issue
Encourage the use of the micro-electronic hookup between UNCA and the Research Triangle.	Ongoing	State Funding	City Council, County Commissioners	Policy
Promote Chamber of Commerce economic development activities.	Ongoing	Private/Public	County Commissioners, City Council, Private Sector	Policy
Promote financial assistance (seed capital) for the development of new businesses through venture capital enterprises.	Ongoing		Chamber of Commerce, Private Sector, City Council, County Commissioners	Policy
Maintain and continually update the City's Capital Improvement Plan (CIP).	Ongoing	12¢ of the City's ad valorem tax rate, + 60% of 1/2 cent sales tax	City Council	Reviewed annually

ECONOMIC DEVELOPMENT	Time Frame	Funding Source	Primary Responsibility	Comments
Develop better cooperation between the City and County to ensure orderly growth and development, and the protection of scenic and natural assets throughout the area.	1-2 yrs.		City Council, County Commissioners	Policy
Adopt a long range plan of annexation.	1-2 yrs.		City Council	Policy
Study the creation of special tax districts for public improvements.	3-6 yrs.		City Council, Appropriate Staff	i.e., stormwater district
Encourage the establishment of a permanent source of funds to provide financing for economic development.	1-2 yrs.	Private/Public	Chamber of Commerce, Private Sector, City Council, County Commissioners	
Research and utilize state and federal funding sources. Seek grants or professional assistance.	Ongoing		City Council, City Staff	i.e., UDAG Funding
Educate the public on the use and necessity of bond issues for public improvements.	Ongoing		City Council	Policy
Routinely update status reports of the infrastructure system as an aid to developers and in defining those areas most conducive to development.	Ongoing		Appropriate City Staff, Land-of-Sky Regional Council, Chamber of Commerce, NCDOT	
Develop only within the capabilities of water, sewer, and street systems.	Ongoing		Planning & Zoning Commission, Asheville/Buncombe Water Authority, MSD, City Council, State of North Carolina	Policy
Authorize the City Planning Director to determine the need for developers to participate in improving the infrastructure, not only for the specific site, but also for the contiguous area and other areas that are affected by the construction, maintenance, and servicing of the development.	1-2 yrs.		City Manager	
Use the French Broad River for a water supply.	7+ yrs.	User Charges/ Bond Issue, Approximately \$16 million	Asheville/Buncombe Water Authority	
Encourage telephone, power, and cablevision lines to be placed underground.	Ongoing		City Council, Utility Companies	Policy
Find ways to encourage our young people to remain in Buncombe County to live and work or to return following advanced education and training.	Ongoing		This responsibility needs broad community support.	
Encourage job market analysis for future graduates to acquaint them with available jobs, the potential for future employment, and anticipated changes in the economy of our area.	1-2 yrs.	Private/Public	Institutions of Higher Education, Employment Security Commission, City & County Boards of Education, Chamber of Commerce, City Council, County Commissioners	
Encourage competitive salary scales in the community.	1-2 yrs.	Private/Public	Private Sector Chamber of Commerce, City Council, County Commissioners	Policy

2010 ASHEVILLE CITY PLAN

ECONOMIC DEVELOPMENT		Time Frame	Funding Source	Primary Responsibility	Comments
Strengthen coordinated industry recruitment efforts of our local youth, minorities, and women by the City, UNCA, and A-B Tech.		1-2 yrs.	Policy	City Council, UNCA, A-B Technical College	
Adopt a comprehensive affirmative action plan.		1-2 yrs.		City Council	
PUBLIC ASSISTED HOUSING DEVELOPMENT		Time Frame	Funding Source	Primary Responsibility	Comments
Develop a long-range plan for addressing special housing needs, i.e., low income, handicapped.		1-2 yrs.	Grants	Housing Authority of the City of Asheville, City Planning Department	
Promote the conservation of Asheville's older housing stock by developing new tools and creative programs (such as Neighborhood Housing Services) to assist with rehabilitation efforts.		1-2 yrs., Ongoing	CIP Budget	City Council, Housing Authority of the City of Asheville, City Planning Department, Historic Resources Commission, Private Sector	
Encourage the new construction of housing affordable to low-income persons.		1-2 yrs., Ongoing	To Be Determined	City Council, City Planning Department, Housing Authority of the City of Asheville, Private Sector	
Encourage the appropriate governmental bodies and community agencies to provide emergency shelter/housing for the chronic homeless.		Ongoing	To Be Determined	Public & Private Service Agencies, Housing Authority of the City of Asheville, County Commissioners	
PRIVATE HOUSING DEVELOPMENT		Time Frame	Funding Source	Primary Responsibility	Comments
Encourage and concentrate high-density housing development in the Urban Center with access to retail/businesses, pedestrian amenities, public transportation, cultural activities and parks.		Ongoing		City Planning Department, Planning and Zoning Commission, City Council	Policy, Ordinance Revision
Encourage and concentrate medium-density housing development within proximity of the Urban Center, in the Urban Fringe and along major traffic corridors and business/service centers.		Ongoing		City Planning Department, Planning and Zoning Commission, City Council	Policy, Ordinance Revision
Encourage and concentrate low-density housing along local streets within proximity to service centers, yet buffered from excessive noise, traffic, and development.		Ongoing		City Council, Planning and Zoning Commission, City Planning Department	Policy, Ordinance Revision
Review and adjust current minimum lot size areas and allowable densities in residential zones to allow the use of smaller lots and higher density development where appropriate, without diminishing the advantages of conventional detached single family units. Research new avenues with regard to land use intensity such as: the addition of entirely new residential zoning districts, i.e., single family attached at higher densities, single family cluster allowing both detached and attached or the consideration of the total elimination of minimum lot area requirements for multi-family development using instead bulk regulations (height, building coverage, floor-area-ratio, bulk plane, land-use intensity ratings) as a development standard.		1-2 yrs., Ongoing		City Council, Planning and Zoning Commission, City Planning Department	Policy, Ordinance Revision

PRIVATE HOUSING DEVELOPMENT	Time Frame	Funding Source	Primary Responsibility	Comments
Modify the approval process of existing site review to streamline project approval.	1-2 yrs.		City Council	Policy, Ordinance Revision
Consider the clustering of residential development in environmentally sensitive areas.	1-2 yrs., Ongoing		City Council, Planning and Zoning Commission, City Planning Department	Policy, Ordinance Revision
Provide increased opportunities for single family housing, townhouse, and duplex development by encouraging zero-lot line development, allowing reduced lots, larger side yards, improved open space maintenance and ensuring privacy.	1-2 yrs., Ongoing		City Council, Planning and Zoning Commission, City Planning Department	Policy, Ordinance Revision
Provide for adequate staffing to implement a consistent code enforcement program with an emphasis on correction and prevention of substandard housing.	1-2 yrs.		Housing Authority, City Planning Department, City Council	Policy, Operational Budget
Survey the City to identify appropriate infill sites.	3-6 yrs.		City Planning Department, Private Sector	
Review minimum spacing requirements for individual lots under consideration.	1-2 yrs.		City Council, City Planning Department	Policy, Ordinance
Adjust density requirements when considering infill in the Urban Center.	1-2 yrs.		City Planning Department, Planning and Zoning Commission, City Council	Ordinance Revision
Survey the entire City to determine the most suitable sites for multi-family housing.	1-2 yrs.		City Planning Department, City Council, Planning and Zoning Commission	Ordinance Revision
Target appropriate areas for rehabilitation/reuse of buildings for multi-family development.	1-2 yrs.		Housing Authority of the City of Asheville, City Planning Department	
Encourage a diversity of pricing in the multi-family rental and ownership markets.	Ongoing		City Council, Private Developers, Housing Authority of the City of Asheville	Policy
TRANSPORTATION	Time Frame	Funding Source	Primary Responsibility	Comments
Maintain a current, comprehensive highway plan as one element of the transportation plan.	Ongoing		City Transportation Advisory Committee, City Planning Department	
Re-evaluate the Thoroughfare Plan, based on new and potential development, set new priorities and work toward implementation of the Plan.	Ongoing		City Council, City Transportation Advisory Committee, NCDOT, City Planning Department	
Using the Zoning Ordinance and Subdivision Ordinance as tools for implementation, require that all new streets be constructed to meet the Recommended Design Standards.	1-2 yrs.		City Planning Department, City Public Works Department, City Council, NCDOT	Policy, Ordinance Revision
Update and maintain a street inventory that reflects the condition and maintenance needs of all City streets.	Ongoing	Planning Grants	Public Works Department, NCDOT	

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TRANSPORTATION	Time Frame	Funding Source	Primary Responsibility	Comments
Improve and widen City streets to standard (or acceptable) cross-sections.	Ongoing	Bond Issue, CIP Budget	City Public Works Department	
Improve intersections, including adding turnlanes, channelization and revise signalization where needed.	Ongoing	Bond Issue, CIP Budget	City Public Works Department, NCDOT	
Use traffic controls, such as prohibiting left-turn, removal of on-street parking, and adding parking restrictions peak hours.	Ongoing	Continue Existing Program	City Public Works Department, City Council	Policy, Ordinance Revision
Improve traffic flow on Merrimon Avenue.	3-6 yrs.	City/State Funds	TAC, City Council, NCDOT	
Include restrictions which will protect all future rights-of-ways in the review process for any new development planned along designated major transportation corridors.	1-2 yrs.		City Council, Planning and Zoning Commission, NCDOT	Policy, Ordinance Revision
STREET & OCCUPANCY IDENTIFICATION	Time Frame	Funding Source	Primary Responsibility	Comments
Establish a site inspection calendar to continually monitor signs for repairs and replacement.	1-2 yrs., Ongoing		City Public Works Department, Fire Department	
Rename streets where inconsistencies and/or duplication occurs.	3-6 yrs.		City Council, City Public Works Department	Policy
Establish uniform policy for replacement of street identification signs.	1-2 yrs.		City Public Works Department	Policy
Encourage proper placement of accurate building address numbers through enforcement of appropriate City code.	1-2 yrs., Ongoing		City Public Works Department, Fire Department	Policy
TRAFFIC SIGNALIZATION	Time Frame	Funding Source	Primary Responsibility	Comments
Examine additional corridors in need of signalization improvements and add these streets to the microprocessor framework.	3-6 yrs.	Future CIP, NCDOT	City Public Works Department	
Continue to explore new ways of minimizing transportation costs by the use of state-of-the-art signalization equipment.	Ongoing		City Public Works Department, NCDOT	
Coordination and synchronization of all traffic lights to create more efficient movement of traffic.	1-2 yrs., Ongoing	CIP	City Public Works Department, NCDOT	First Phase: Downtown Funded
Explore new ways of interrupting routine signal operation to provide for more efficient movement of emergency vehicles.	1-2 yrs., Ongoing		City Public Works Department, City Fire Department, City Police Department	
STREETLIGHTING	Time Frame	Funding Source	Primary Responsibility	Comments
Install new, redesigned or replaced streetlights on the basis of the General Design Criteria and Standards established by the Traffic Engineering Division of the City of Asheville.	Ongoing	Operating Budget	City Public Works Department	

STREETLIGHTING	Time Frame	Funding Source	Primary Responsibility	Comments
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Continuously re-evaluate and update the City's streetlighting policies based on new techniques in the field.	Ongoing		City Public Works Department	
Institute as part of the streetlighting policy a section that limits street-lighting provision to City-owned and maintained streets or State system streets inside the City limits.	1-2 yrs.		City Council, City Public Works Department	Policy

SIDEWALKS	Time Frame	Funding Source	Primary Responsibility	Comments
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Implement improvements as determined by the sidewalk survey developed by the City of Asheville Public Works Department.	Ongoing	Bond Issue, CIP	City Public Works Department	
Include sidewalk construction in conjunction with school improvements or new school construction (where a need is determined).	Ongoing	Bond Issue, CIP	City Public Works Department	
Include the construction of new sidewalks as part of the improvement to a street or the construction of a new highway (where a need is determined).	Ongoing	Private/Public	City Public Works Department, Private Developers	
Require developers to provide pedestrian walkways in conjunction with a new development (revision of the subdivision and group development ordinances).	1-2 yrs., Ongoing	Policy	City Council, City Planning Department, City Public Works Department	Policy, Ordinance Revision
Explore the development and use of innovative construction materials and different sidewalk types—dirt footpaths, white gravel, cedar chips, etc.	Ongoing		City Public Works Department, City Planning Department	
Encourage individuals and community/neighborhood groups to help in providing funding for new sidewalks in their neighborhoods.	Ongoing		City Council, City Staff	Policy
Consider local-option tax assessments to pay for the construction of new sidewalks.	3-6 yrs.		City Council	Policy

PUBLIC TRANSPORTATION	Time Frame	Funding Source	Primary Responsibility	Comments
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Utilize aggressive marketing techniques, rider incentives, and other strategies to increase transit ridership.	Ongoing		Asheville Transit Authority, Land-of-Sky Regional Council	
Investigate the assumption of the Asheville bus system by private sector operators.	3-6 yrs.		Asheville Transit Authority	Consultant may be needed
Extend bus service in the City to areas in which the demand is sufficient to justify the service.	Ongoing	To Be Determined	Asheville Transit Authority	
Investigate the possibility of using smaller buses for appropriate routes in the transit system.	Ongoing	Planning Grants	Asheville Transit Authority	
Continue to provide bus service with 30-minute headways during peak periods and one-hour headways during non-peak periods along established routes.	Ongoing	Operating Budget	Asheville Transit Authority	

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PUBLIC TRANSPORTATION	Time Frame	Funding Source	Primary Responsibility	Comments
Encourage land development patterns that can be effectively served by the Asheville Transit System.	Ongoing	Planning Grant	City Council, Planning and Zoning Commission, City Planning Department	Policy
Examine the demand for "express transit service" (service with few stops between major points).	3-6 yrs.	Planning Grants	Asheville Transit Authority	
Add schedule signs at bus stops.	1-2 yrs.	To Be Determined	Asheville Transit Authority	
Establish programs and technical assistance to encourage carpools, vanpools, group taxis or other ridership systems.	Ongoing	Planning Grants	Asheville Planning Department, Asheville Transit Authority, Land-of-Sky Regional Council	
Encourage businesses and industries to support the use of carpools and transit.	Ongoing	Planning Grants	City Council, Asheville Transit Authority, City Planning Transportation Staff	Policy
Establish an alternative trolley bus system through downtown and to major tourist areas.	7+ yrs.	To Be Determined	Downtown Commission, Merchants Association, Chamber of Commerce, City Planning Department, Private Sector, Tourist Development Authority	
ASHEVILLE REGIONAL AIRPORT	Time Frame	Funding Source	Primary Responsibility	Comments
Improve and enlarge airline ticket lobby to allow for more efficient service.	1-2 yrs.	Buncombe County Bond Issue, Approximately \$2,031,900	Asheville Airport Authority, County Commissioners	
Improve and greatly expand concessionaire areas in the lobby of the airport to service passengers.	1-2 yrs.	Buncombe County Bond Issue, Approximately \$1,460,000	Asheville Airport Authority, County Commissioners	
Improve passenger boarding areas by providing second level boarding bridges.	3-6 yrs.	Buncombe County Bond Issue, Approximately \$3,798,300	Asheville Airport Authority, County Commissioners	
Encourage a continued strong relationship between area businesses and industry to promote aviation travel to corporate headquarters and sales conferences/meetings.	Ongoing		Asheville Airport Authority, City Council, Tourism Development Authority, Chamber of Commerce	Policy
Examine new avenues of funding to substitute for dwindling state and federal sources to accomplish the expansion improvements.	Ongoing		Asheville Airport Authority	
Seek the cooperation of Henderson County to plan for expansion of the airport facilities through land use controls.	3-6 yrs.		Asheville Airport Authority, Henderson County Commissioners, Buncombe County Commissioners	
Expand the general aviation parking for additional aircraft and construct additional hangars for the fixed-base aircraft.	3-6 yrs.		Asheville Airport Authority, County Commissioners	
Encourage tree planting and landscaping in improvements to parking area, grounds and entrance road.	1-2 yrs.	Private/Public	Asheville Airport Authority, Public & Private Agencies	

WATER SERVICE	Time Frame	Funding Source	Primary Responsibility	Comments
Complete engineering studies and examination of funding alternatives for the French Broad River Treatment Plant.	1-2 yrs.	Water Master Plan	Asheville-Buncombe Water Authority	
Construct the French Broad River 10 MGD (million gallons per day) Treatment Plant. This plant will be designed for expansion up to 20 MGD per day.	7+ yrs.	Approximately 16 Million, Source To Be Determined	Asheville-Buncombe Water Authority	
Develop a water supply protection plan to protect the operation of the French Broad River Treatment Plant.	3-6 yrs.	To Be Determined	Asheville-Buncombe Water Authority, City Council, State of North Carolina, Private Sector, Buncombe County Commissioners	Policy
Continue the program the Water Authority began in 1983 to budget \$500,000 per year to improve water distribution system deficiencies.	Ongoing	\$500,000 per year, Water Master	Asheville-Buncombe Water Authority	
Enhance maintenance of fire protection water delivery system and analyze present system with a view toward replacement of system elements that do not deliver adequate water for firefighting purposes.	1-2 yrs., Ongoing	Water Operating Budget	Asheville-Buncombe Water Authority	
Develop standards for fire protection water supply in new developments and subdivisions.	1-2 yrs.	Policy	City Fire Department, Planning Staff, Planning and Zoning Commission, City Council	
Develop system of identifying and mapping all water mains, cut-off valves and location of hydrants.	1-2 yrs.	To Be Determined	Consultants/Water Department Staff	
Upgrade existing water system maps of the City of Asheville.	Ongoing	Operating Budget	City Water, Sewer & Engineering Department	
Pursue the purchase of a computerized topographic/infrastructure mapping program for the City of Asheville.	3-6 yrs.	To Be Determined	Asheville-Buncombe Water Authority, City Council, County Commissioners	
Optimize current water facilities and resources.				
Projects:				
a) Bee Tree Dam Renovation	1-5 yrs.	\$400,000	Asheville-Buncombe Water Authority	
b) Peach Knob Reservoir Renovation	1-5 yrs.	\$400,000	Water Authority	
		Water Master Plan		
Eliminate system deficiencies caused by fragmentation and provide the capability for expansion of the existing system into unserved areas.				
Projects:				
Kenilworth-Hendersonville Rd. 24" main		\$2,136,000	Asheville-Buncombe Water Authority	
		Water Master Plan		
Beaverdam Reservoir		\$ 850,000	Asheville-Buncombe Water Authority	
		Water Master Plan		
Sand Hill-Edgewood Rd. 16" Main		\$ 360,000	Asheville-Buncombe Water Authority	
		Water Master Plan		
Johnson Blvd. - W. Buncombe 16" main		\$ 252,000	Asheville-Buncombe Water Authority	
		Water Master Plan		
Biltmore Ave. - Replace 2,000 ft. of 2" water line from S. Charlotte St. to White Fawn Drive.		\$ 10,300	Asheville-Buncombe Water Authority	
		Water Master Plan		

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WATER SERVICE	Time Frame	Funding Source	Primary Responsibility	Comments
Davenport Road - 2000' of 6" main from Brevard Road to Vance Crescent to create a loop.		\$ 19,950 Water Master Plan	Asheville-Buncombe Water Authority	
Waynesville Avenue - 1500' of 6" main from Millbrook to Craven St. to create a loop.		\$ 15,700 Water Master Plan	Asheville-Buncombe Water Authority	
Haywood Road - 3500' of 6" main from Brownwood to Craven Street.		\$ 34,175 Water Master Plan	Asheville-Buncombe Water Authority	
Riverview Drive - 3000' of 6" main from Haywood Road to Riverside Drive flow meter.		\$ 28,450 Water Master Plan	Asheville-Buncombe Water Authority	
Pond Road - Replace 2000' of 2" line.	1-2 yrs.	\$ 10,200 Water Master Plan	Asheville-Buncombe Water Authority	
School Road 3000' of 6" main - Onteora Blvd. to Winston Avenue.	1-2 yrs.	\$ 28,450 Water Master Plan	Asheville-Buncombe Water Authority	
Liberty Street - 2500' of 6" main - Fairview Road to Raleigh Road.	1-2 yrs.	\$ 12,700 Water Master Plan	Asheville-Buncombe Water Authority	
Underwood Road - 3000' of 6" main.	1-2 yrs.	\$ 28,450 Water Master Plan	Asheville-Buncombe Water Authority	
English Drive - 1000' of 6" main.	1-2 yrs.	\$ 10,000 Water Master Plan	Asheville-Buncombe Water Authority	
Windswept Drive - 6500' of 6" main.	1-2 yrs.	\$ 100,000 Water Master Plan	Asheville-Buncombe Water Authority	
SEWER SERVICE	Time Frame	Funding Source	Primary Responsibility	Comments
<i>First Priority:</i> Haw Creek Collector; 20" line	Completed	Sewer Master Plan (For all below)		
<i>Second Priority:</i> Smith Mill Creek 12" line Beaverdam Collector; 16" line Caledonia Road 10" line Sand Hill Rd. to Sulphur Springs; 10" line Cub Road; 8" line Woodland Avenue; 12" line Kenilworth Lake; 15" line Lakeshore Drive; 8" line Parkway Forest; 8" line	1-5 yrs.	100,000 103,000 93,600 85,000 44,200 108,750 273,600 47,600 142,200	City Council, City Water, Sewer & Engineering Department	
<i>Third Priority:</i> Macon Avenue; 10" line Patton Avenue to Deaverview Road; 10" line Waters Road; 8" line Midland Drive; 8" line Richmond Hill Drive; 8" line Skyview Terrace; 8" line Fairfax Avenue; 8" line White Pine Drive; 8" line Lakewood Road; 8" line	1-5 yrs.	79,000 70,000 8,800 12,000 64,600 22,100 44,400 29,000 20,000	City Council, City Water, Sewer & Engineering Department	
<i>Fourth Priority</i> London Road; 10" line Harnet Street; 8" line Morningside Drive; 8" line Campground Road/US 70 East; 8" line Euclid Parkway; 8" line East and West Avon; 8" line Merrimon Avenue — 1 and 2; 8" line Trotter Place; 8" line Beverly Road; 8" line	1-5 yrs. Completed	22,800 11,100 8,300 36,700 9,700 24,600 20,940 1 12,800 2 6,860	City Council, City Water, Sewer & Engineering Department	
Upgrade existing maps of the City's sewer system.	Ongoing	Operating Budget	City Council, City Water, Sewer & Engineering Department	

SEWER SERVICE				
Time Frame	Funding Source	Primary Responsibility	Comments	
Pursue the purchase of a computerized topographic/infrastructure mapping program for the City of Asheville.	3-6 yrs.	To Be Determined	City Council, City Water, Sewer & Engineering Department	
STORMWATER MANAGEMENT				
Time Frame	Funding Source	Primary Responsibility	Comments	
Execute the hiring of a consulting engineering firm to prepare a master stormwater drainage plan for the City.	1-2 yrs.	CIP Budget	City Council	
Establish a multi-disciplinary task force to be responsible for advising project planners on matters associated with the development of a comprehensive stormwater management system.	1-2 yrs.		City Manager	Policy
Draft an interim stormwater control ordinance(s) to protect health, safety and welfare of the public, by prohibiting any new development on the top of existing drainage structures until those structures can be identified and mapped.	1-2 yrs.		City Water, Sewer and Engineering Department, Planning Staff, Planning & Zoning Commission, City Council	Policy, New Ordinance
Incorporate hydrologic and water quality modeling with computerized mapping to predict the impact of stormwater runoff from new development.	1-2 yrs., Ongoing	CIP Budget	City Water, Sewer & Engineering Department	
Inventory and document the existing physical stormwater drainage system for the City of Asheville.	Ongoing	Existing City Staff	City Water, Sewer & Engineering Department	
Pursue the purchase of a computerized topographic/infrastructure mapping program for the City of Asheville.	3-6 yrs.	To Be Determined	City Council, City Water, Sewer & Engineering	
SOLID WASTE DISPOSAL				
Time Frame	Funding Source	Primary Responsibility	Comments	
Encourage the County Commissioners to implement stricter enforcement and more effective monitoring techniques of all landfill activities in an attempt to regulate the waste flow.	Ongoing		Private Sector, Municipalities in Buncombe Co.	Policy
Investigate the imposition of fees for certain types of solid waste or increase current tipping fees for waste entering the landfill.	Ongoing		County Commissioners	Policy
Investigate the use of source separation.	3-6 yrs.		County Commissioners	Policy
Support the investigation by the County Commissioners of a new site for future sanitary landfill disposal.	1-2 yrs.		Private Sector	Policy
Encourage the adoption of a "bottle bill" state-wide requiring returnable deposit bottles.	1-2 yrs.		City Council	Policy
Encourage recycling and collection of separated recyclables curbside.	3-6 yrs., Ongoing		City Council, City Public Works Department	Policy
Encourage the County Commissioners to investigate the establishment of a payback recycling center and supporting satellite recycling centers in different areas of the County.	3-6 yrs.		City Council, Quality Forward	Policy

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SOLID WASTE DISPOSAL	Time Frame	Funding Source	Primary Responsibility	Comments
Promote comprehensive public education programming towards the benefits of recycling.	Ongoing		City Council, Quality Forward	Policy
Consider the purchase of a wood waste tub grinder to eliminate the volume of leaves and brush currently entering landfill, then recycling the by-product for resale.	1-2 yrs.		County Commissioners	Policy
Support the investigation of waste disposal methods which might create usable products, i.e., solid fuel, steam, compost to reduce amount of waste landfilled.	Ongoing		County Commissioners	Policy
HAZARDOUS MATERIALS	Time Frame	Funding Source	Primary Responsibility	Comments
Initiate an inventory of hazardous waste generators.	1-2 yrs.	Operating Budget	Municipalities in Buncombe County, County Commissioners	
Encourage educational programming through schools and the media, raising awareness towards toxic materials at home and work.	1-2 yrs., Ongoing	Policy	City Council and County Commissioners	
Purchase the hazardous preparedness equipment required, and train an appropriate size Fire Department staff to react to emergency situations.	1-2 yrs.	To Be Determined	City Fire Department, City Council	
Support the establishment of an Enhanced 911 emergency number.	1-2 yrs.		Buncombe County Commissioners through Municipal Governments, County Commissioners, Law Enforcement, Fire, Emergency Services, Health Care Providers	Policy
Inform citizens and appropriate City staff with regard to the proper methods of storage, handling, and disposal of toxic substances.	1-2 yrs.,		Appropriate City Staff	Policy
Encourage the strengthening of the newly adopted Buncombe County Hazardous Waste and Low-Level Radioactive Waste Management Ordinance by encouraging the County to provide proper disposal.	1-2 yrs.		County Commissioners	Policy
Investigate what options are available to the City with regard to the routing of hazardous material, low-level and high-level radioactive waste shipments through the City limits.	1-2 yrs.		Appropriate City Staff	
Reduce the susceptibility of harm by establishing buffer zones between those locations and zones which need protection.	1-2 yrs.		City Planning Department, Planning & Zoning Commission, City Council	Policy
RECREATION/OPEN SPACE	Time Frame	Funding Source	Primary Responsibility	Comments
Acquire and improve the East Asheville Community Pool and ballfield areas.	1-2 yrs.	CIP and Operating Budget	City Parks and Recreation Department, City Council	

RECREATION/OPEN SPACE	Time Frame	Funding Source	Primary Responsibility	Comments
Develop a combination soccer-youth baseball/adult softball field according to the East End Community Development Plan (between Martin Luther King, Jr. Drive and South Charlotte St.).	1-2 yrs.	CIP Budget	City Parks and Recreation Department, City Council, Housing Authority of the City of Asheville	
Acquire the necessary land and develop a neighborhood park (with ballfield, basketball courts, playground equipment) in the North Asheville area.	3-6 yrs.	CIP Budget	City Parks and Recreation Department, City Council	
Develop the old Rankin School property into a neighborhood park with ballfields.	1-2 yrs.	CIP Budget	City Parks and Recreation Department, City Council	
Develop Murray Hill neighborhood park for lighted softball facilities and concessions.	3-6 yrs.	CIP Budget	City Parks and Recreation Department	
Consider the acquisition of the old Lake Craig property and surrounding parcels for development as a sports field complex and community park.	7+ yrs.	To Be Determined	City Council, County Commissioners, Appropriate City Staff	
Develop a long-range plan to renovate and expand the present community centers or construct new community centers to replace the existing facilities in West Asheville, North Asheville, East Asheville, and Murphy-Oakley.	1-2 yrs., Ongoing		City Parks and Recreation Department	Policy
As the City limits expand, acquire the necessary land and develop neighborhood parks and/or community centers in those areas.	Ongoing	To Be Determined	City Planning Department, City Parks and Recreation Department, City Council	Policy
Acquire the necessary land and/or right to develop a Riverside Park along Amboy Road.	3-6 yrs.	CIP Budget, Grant Funds	French Broad River Foundation, Chamber of Commerce, City Parks and Recreation Department, City Council, County Commissioners	
Work with Lakeview Park Commission to develop fitness course around Beaver Lake in North Asheville.	3-6 yrs.	To Be Determined	City Parks and Recreation Department, City Council, Lakeview Park Commission, Wolfson Estate	
Encourage citizen input in the development of recreation programs.	Ongoing		Parks and Recreation Advisory Board, City Parks & Recreation Department, City Council, Private Sector	Policy
Improve recreation programs designed to serve the needs of special groups including the elderly and handicapped persons.	Ongoing	Operating Budget	City Parks and Recreation Department, Parks and Recreation Advisory Board	
Develop procedures and priorities for expanding recreational programming.	Ongoing	Operating Budget	City Parks and Recreation Department, Parks and Recreation Advisory Board, City Council	
Identify those recreational areas within the City which are in need of rehabilitation and develop plans to meet those needs or replace facilities where rehabilitation is not possible.	Ongoing	CIP Budget	City Parks and Recreation Department, Parks and Recreation Advisory Board, City Council	

2010 ASHEVILLE CITY PLAN

RECREATION/OPEN SPACE	Time Frame	Funding Source	Primary Responsibility	Comments
Continuously evaluate the need for new facilities (lights, restrooms, concessions) at existing recreational sites to address improved facility provision at each site.	Ongoing	CIP Budget	City Parks and Recreation Department, Parks and Recreation Advisory Board	
Carry out needed improvements (including the addition of lights) to Deaverview Park in West Asheville.	1-2 yrs.	CIP Budget	City Parks and Recreation Department	
Establish a regular dialogue/system of meetings between City, County, and private sector recreation providers.	Ongoing		City Council, County Commissioners, Private Recreation Providers	Policy
Continue efforts to bring about the merger of the City and County Recreation Departments.	1-2 yrs.		City Council, County Commissioners	Policy
Continue the existing cooperation with area school systems in the mutual utilization of recreational facilities.	Ongoing	Operating Budget	City Parks and Recreation Department, School System Personnel	
Assign responsibilities of providing direction towards the adoption of a Greenway Map and plan to the City of Asheville's Tree Commission, thus expanding the Commission's role.	1-2 yrs.		City Council	Policy
Identify and acquire greenway system parcels under an approved plan.	1-2 yrs., Ongoing	CIP Budget	City Planning Department, City Parks and Recreation Department, Tree Commission, City Council	
Incorporate a greenway into Broadway Expansion Plans.	1-2 yrs., Ongoing	CIP Budget	City Planning Department, City Parks and Recreation Department, Tree Commission, City Council	
Support the Chamber's Riverfront Attractions Committee fundraising attempts to develop a greenway master plan for the French Broad River and support the hiring of an individual to coordinate planning, serve as a liaison with professional designers, fund-raising, and oversee site development work.	1-2 yrs.		City Council	Policy
Support the French Broad River Foundation's acquisition plans for a greenway along the French Broad by reserving City-owned tax lots to provide needed access and challenging other river property owners to donate easements for rights-of-way.	1-2 yrs.		City Council	Policy
Assess maintenance and manpower needs to support a City Greenway Plan.	1-2 yrs.		City Parks and Recreation Department	Policy
Implement a public relations/marketing program aimed at acceptance, education and volunteer involvement in establishing and maintaining a Greenway Plan.	1-2 yrs.,	To Be Determined	French Broad River Foundation, Chamber of Commerce, Tree Commission, City Parks and Recreation Department.	
Explore means to encourage tree plantings between sidewalks and building setback lines.	1-2 yrs.		Tree Commission, Quality Forward, City Parks and Recreation Department	Policy

RECREATION/OPEN SPACE	Time Frame	Funding Source	Primary Responsibility	Comments
Identify major City traffic corridors for establishment as boulevards, parkways and/or scenic drives.	1-2 yrs.		City Planning Department, City Parks and Recreation Department, Tree Commission, City Public Works Department, City Council	Policy
Encourage the use of the 1983 North Carolina General Assembly's bill providing a State tax credit for land donated to either State or local governments for conservation purposes; i.e., greenways.	Ongoing		Tree Commission, Parks and Recreation Advisory Board	Policy
Identify and acquire land for an approved City Open Space Plan.	1-2 yrs., Ongoing	CIP Budget	Parks and Recreation Advisory Board, City Council	
Develop a composite suitability map of the entire city; listing criteria for assessing sites for reservation and/or protection as open space, i.e., identify maximum use, costs involved, supply and demand, aesthetic value, linkage and location to existing open space or greenway corridors or connectors, accessibility, threat of loss.	1-2 yrs.		City Parks and Recreation Department, City Planning Department	
Investigate zoning as a tool to expand protection of open space areas.	1-2 yrs.	Policy	City Planning Department, City Council, Planning and Zoning Commission	
Review location/size of the numerous City-owned tax lots and incorporate where possible these parcels into "green relief" connections to the overall greenway plan.	Ongoing		City Planning Department, City Parks and Recreation Department	
Consider the revision of the current group development and subdivision regulations to provide incentives to developers which encourage the reservation of open space/parks.	1-2 yrs.		City Planning Department, City Parks and Recreation Department, Planning and Zoning Commission, City Council.	Policy
Investigate a conservation/buffer district within the City to give protection to open spaces, scenic areas, historic sites; and to provide a natural buffer to other surrounding zoning districts.	1-2 yrs.		City Planning Department, Planning & Zoning Commission	Policy
Explore all available tools for acquiring open space in the City, i.e., conservation easements, development rights, zoning restrictions, dedication of subdivision plats, donations, negotiated purchase.	Ongoing		City Planning Department, Planning & Zoning Commission, Parks and Recreation Department	Policy
Consider implementing user fees from existing City-owned park facilities to provide funding for acquisition, development, and improvements of open spaces.	Ongoing		City Parks and Recreation Department, Parks and Recreation Advisory Board, City Council	Policy
Consider a "Green Acre" bond referendum to assist in acquiring additional parks and open space.	3-6 yrs.		City Council	Policy
Expand the use of ad valorem taxes for acquisition of parks and open spaces.	Ongoing		City Council	Policy

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RECREATION/OPEN SPACE	Time Frame	Funding Source	Primary Responsibility	Comments
Form a Bikeway Committee to coordinate with the City's Transportation Planning Staff on the development and implementation of a comprehensive bikeway system in conjunction with greenway planning for the City of Asheville.	1-2 yrs., Ongoing	Policy, CIP Budget	City Planning Department, City Parks and Recreation Department, Transportation Advisory Committee	
Lobby for and incorporate the construction of bicycle lanes in addition to identifying bike routes for all NC State Department of Transportation highway improvements in the City (in particular, those listed on 1986 TIP listing).	1-2 yrs.	To Be Determined, State Highway Funds	Transportation Advisory Committee, City Planning Department, State Department of Transpor- tation, City Council	
Implement the posting of identification route signs and uniform striping of bike lanes throughout the City as bikeway routes are established.	Ongoing	CIP, Grants	City Public Works Department, City Parks and Recreation Department	
Eliminate roadway surface and design hazards to increase cycle safety in the City, i.e., wheel-trapping storm drainage grates, street cleaning with concentration on drainage lane.	Ongoing		City Public Works Department, City Council, City Planning Department	Policy
Enforce traffic laws as they relate to cyclists and automobiles (riding against traffic, disregard for traffic signals, lighting of bikes at night, failure of motorists to yield to cyclists).	Ongoing		City Police Department	Policy
POLICE PROTECTION	Time Frame	Funding Source	Primary Responsibilities	Comments
Improve the efficiency and effective-ness of the City Police Department in the enforcement of City ordinances.	Ongoing	Operating Budget	City Police Department, City Council, City Manager	Policy
Institute a Differential Police Response Program (mobile and non-mobile) designed to enable the Department to continue to provide high quality service in a more cost-effective manner.	1-2 yrs., Ongoing	Operating Budget	City Police Department, City Manager, City Council	
Institute an in-service training program to meet a minimum of 40 contact hours per officer per year.	1-2 yrs., Ongoing	Operating Budget	City Police Department, City Manager, City Council	
Implement a Computer-Aided Dispatch System to improve and further automate the on-line collection of useful resource management information and to aid in the more immediate service of police and fire calls.	1-2 yrs.	CIP Budget	City Police Department	
Update the City's main computer to accommodate the Western North Carolina Regional Criminal Justice/Emergency Service Information System.	Ongoing	Operating Budget, Possible Lease	City Finance Department, City Police Department	
Build a new public safety facility to accommodate the future growth and expanded operations of the Department.	3-6 yrs.	CIP	City Council	
Encourage cost-effective coordination in operations and facility expansion between the City of Asheville's Police Department and the Buncombe County Sheriff's Department.	3-6 yrs., Ongoing	CIP, To Be Determined	City Police Department, Buncombe County Sheriff's Depart- ment, City Council, County Commissioners	

POLICE PROTECTION

	Time Frame	Funding Source	Primary Responsibility	Comments
Implement the Enhanced 911 System.	1-2 yrs., Ongoing	Buncombe County	County Commissioners, Municipalities, Emergency Medical Services, City Police and Fire Department, Sheriff & County Volunteer Emergency Personnel, Health Care Providers	
Encourage the hiring and promotion of minorities and women from within the Department ranks.	1-2 yrs., Ongoing		City Manager, State Legislature, Civil Service Board, City Council	Policy Adoption & Affirmative Action Plan & Changes in Civil Service law as appropriate

FIRE PROTECTION

	Time Frame	Funding Source	Primary Responsibility	Comments
Plan for systematic expansion and upgrading of fire protection coverage and personnel as the City expands.	Ongoing	Operating Budget	City Fire Department, City Manager, City Council	
Develop more comprehensive training and safety programs for improved departmental functioning.	Ongoing	Operating Budget	City Fire Department, City Manager, City Council	
Build a new main public safety facility to accommodate future growth and expansion and allow for better delivery of services.	3-6 yrs.	To Be Determined	City Fire Department, City Manager, City Council	
Develop standards for providing adequate fire prevention and protection for residential, commercial, and industrial development.	1-2 yrs.		City Planning Department, City Fire Department, Planning & Zoning Commission, City Council	Policy
Implement the Enhanced 911 Emergency System for automatic processing of calls.	1-2 yrs.	Buncombe County	County Commissioners Through Municipal Governments, Emergency Medical Services, City Police & Fire, Sheriff & County Volunteer Emergency Personnel, Health Care Providers	
Develop training tools and programs that can be offered to Asheville businesses, industries, and institutions to help them deal more efficiently with fire prevention and "first-aid" fire attack.	Ongoing	Operating Budget	City Fire Department, City Manager, City Council	
Develop and implement a broad-based public fire safety education program.	Ongoing	Operating Budget	City Fire Department, City Manager, City Council	

MUNICIPAL BUILDINGS

	Time Frame	Funding Source	Primary Responsibility	Comments
Develop a survey and evaluate the overall building needs for providing municipal services, routine maintenance, renovations, rehabilitations or new construction, including but not limited to, City Hall, a new law enforcement center and public works facility.	1-2 yrs., Ongoing	CIP, To Be Determined	City Audit & Budget Department, City Parks and Recreation Department, City Manager, City Council	

2010 ASHEVILLE CITY PLAN

CIVIC CENTER	Time Frame	Funding Source	Primary Responsibility	Comments
Encourage an increase in events while maintaining current ratio of operating expenditure/event levels.	Ongoing	Operating Budget	Civic Center Staff, Asheville Civic Center Commission, City Manager, City Council	
Maximize revenues to cover increasing overhead costs.	Ongoing	Operating Budget	Civic Center Staff, Asheville Civic Center Commission, City Manager, City Council	
Continue conservation efforts and the pragmatic use of electricity.	Ongoing	Operating Budget	Civic Center Staff, Asheville Civic Center Commission, City Council	
Continue self-promotion of events as a means of maintaining more diverse programming, increased attendance and citizen participation, and the filling of voids in the entertainment schedule (holiday events, family events, activities oriented to senior citizens).	Ongoing	Operating Budget	Civic Center Staff, Asheville Civic Center Commission, City Council	
Increase exhibition space and on-site food service capabilities as convention and meeting usage expands.	3-6 yrs.	To Be Determined	Civic Center Staff, Asheville Civic Center Commission, City Council	
FESTIVAL PLANNING	Time Frame	Funding Source	Primary Responsibility	Comments
Form a permanent festival committee to coordinate the promotion of festivals with the Chamber of Commerce, the City of Asheville, the Tourist Development Authority and citizen organizations. Hire a festival coordinator.	1-2 yrs.	Operating Budget	City Manager, City Council, City Downtown Development Department, Chamber of Commerce, Tourism Development Authority	
Develop a seasonal approach with each festival having a different theme that celebrates the appropriate amenities of that season.	1-2 yrs.	Operating Budget	City Manager, City Council, City Parks and Recreation Department, Chamber of Commerce, Tourism Development Authority	
Consider the implementation of the "celebration zones" proposed in the 1986 Urban Design Action Plan.				
COMMUNITY APPEARANCE	Time Frame	Funding Source	Primary Responsibility	Comments
Adopt the Urban Design Action Plan's strategy towards enhancing the downtown with flowers and trees.	1-2 yrs.		Downtown Commission, City Council	Policy
Enforce the current buffering ordinance and encourage the preservation of existing trees, when and wherever possible.	Ongoing	Operating Budget	City Planning Department, Planning & Zoning Commission	
Support the development of W.N.C. Arboretum.	1-2 yrs.		City Council, Tree Commission, County Commissioners	Policy
Include landscape proposals in the design of major street improvements and new street construction.	Ongoing		City Council, City Planning Department, City Parks & Recreation Department, Tree Commission	Policy

COMMUNITY APPEARANCE				
	Time Frame	Funding Source	Primary Responsibility	Comments
Maintain and beautify entrances into the City by continually cleaning, weeding, and replanting when necessary.	Ongoing	Operating Budget	City Parks & Recreation, Department, Quality Forward, City Public Works Department, N.C. Dept. of Transportation	Policy
Encourage new development within the City to place utility lines underground.	Ongoing		City Public Works Department, City Council, Utility Companies, Private Sector	Policy
Encourage the consolidation of utilities to one-pole use in areas where overhead lines must exist.	Ongoing		City Public Works Department, Private Sector, City Council, Utility Companies	Policy
Encourage the uniformity of existing lines and poles.	Ongoing		City Public Works Department, Private Sector, City Council, Utility Companies	Policy
Review, update, and improve enforcement of the City's noise ordinance.	1-2 yrs., Ongoing		Appropriate City Staff, City Council	Policy
Provide more trash receptacles throughout the City.	Ongoing	Public/Private	City Public Works Department, Quality Forward, Private Sector	
Encourage the enforcement of litter laws by the Environmental Control Officer.	Ongoing	Operating Budget	City Council, County Commissioners	Policy
Amend the City ordinance to give the City the right to clean vacant spaces when the owner does not maintain them, with the costs being assessed to the tax bill (maintaining existing trees whenever possible).	1-2 yrs., Ongoing	Operating Budget	Appropriate City Staff, City Council	Policy
Support and encourage public participation in clean-up events.	Ongoing	Operating Budget	City Council, Quality Forward, Neighborhood Groups, Private Sector	Policy
Keep City-owned properties as clean as possible.	Ongoing	Operating Budget	City Public Works Department, City Parks & Recreation Department	
Encourage property owners to keep their property and surroundings attractive.	Ongoing		Appropriate City Staff, City Council	Policy
Establish a review and approval procedure to maintain high quality visual appearance.	1-2 yrs.		City Manager, Appropriate City Staff	
SIGN CONTROL				
	Time Frame	Funding Source	Primary Responsibility	Comments
Reduce the maximum size and height permitted for off-premise signage.	1-2 yrs.		City Planning Department, Planning & Zoning Commission, City Council	Policy
Increase the amount of space required between off-premise signs.	1-2 yrs.		City Planning Department, Planning & Zoning Commission, City Council	Policy
Prohibit the erection or placement of off-premise advertising in the following areas: (a) The Central Business District; (b) National and local historic districts; (c) Any street designated as a "parkway" or "scenic drive" by City Council; and, (d) All limited access highways.	1-2 yrs.		City Planning Department, Planning & Zoning Commission, City Council	Policy

2010 ASHEVILLE CITY PLAN

	SIGN CONTROL		Time Frame	Funding Source	Primary Responsibility	Comments
	Prohibit off-premise signage on roadside appurtenances (which are visible from the public right-of-way) such as roadside benches, bus stop shelters, planters, etc.		1-2 yrs.		City Planning Department, Planning & Zoning Commission, City Council	Policy
	Establish logo signage programs as an alternative off-premise signage approach.		3-6 yrs., Ongoing		City Planning Department, Transportation Advisory Committee, Private Sectors, City Council, County Commissioners, N.C. Dept. of Transportation	Policy
	Prohibit the use of portable signs in the Central Business District or in local historic districts. Restrict the use of portable signage in other parts of the City by reducing the amount of time they are allowed to be used and increasing permit fees.		1-2 yrs.		City Planning Department, Planning & Zoning Commission, City Council	Policy
	Examine the existing sign ordinance to determine the most appropriate means of reducing the size, height, and number of allowable on-premise signs. (Perhaps base allowable signage on street frontage).		1-2 yrs.		City Planning Department, Planning & Zoning Commission, City Council	Policy
	Strengthen the overall enforcement program for signage regulations in the City.		1-2 yrs.	Operating Budget, Policy	City Planning Department, City Manager, City Council	
	Establish an amortization schedule for the removal of non-conforming signage outside the protected federal-aid highway corridors.		1-2 yrs.		City Planning Department, Planning & Zoning Commission, City Council	Policy
	Examine the City's fee structure for signage and revise where appropriate. Consider a fee structure based on the size of a sign rather than a fee structure based on the cost of the sign.		1-2 yrs.		City Planning Department, Planning & Zoning Commission, City Council	Policy
	ASHEVILLE-BUNCOMBE LIBRARY SYSTEM		Time Frame	Funding Source	Primary Responsibility	Comments
	Encourage the County Commissioners to strengthen the present day branch system in respect to physical facilities, scope of services, and geographic coverage.		Ongoing		Municipalities in Buncombe County, Asheville-Buncombe Library System Board, Private Sector	Policy
	Encourage the County Commissioners to continue the expansion of existing library print and non-print collections.		Ongoing		Municipalities in Buncombe County, Asheville-Buncombe Library System Board, Private Sector	Policy
	Support development of a competitive salary schedule to allow effective recruiting of professional and non-professional staff and improved retention of personnel.		Ongoing		Asheville-Buncombe Library System Board, County Commissioners	Policy

EDUCATION

EDUCATION	Time Frame	Funding Source	Primary Responsibility	Comments
Initiate a move for the consolidation of the City and County school systems by establishing a committee with representatives from both systems to utilize joint resources, eliminate competition, equalize pay and benefits, and improve services without diminishing the quality of education.	Ongoing		Asheville City Board of Education, Buncombe County Board of Education, County Commissioners, Appropriate State Officials	Policy
Create City/County coordination in the development, production, and utilization of materials for teacher recruitment that emphasize the attractiveness of living and teaching in our region.	Ongoing		Asheville City Board of Education, Buncombe County Board of Education	Policy
Support the expansion of programs and facilities at institutions of higher education in the City and Buncombe County.	Ongoing		City Planning Department, Planning & Zoning Commission, City Council, Area Colleges and Universities, County Commissioners	Policy
Encourage the development of a consortium of institutions of higher learning which would develop joint use of programs and facilities for the benefit of all of the citizens.	Ongoing		City Council, Area Colleges and Universities, County Commissioners	Policy
Identify needs in each neighborhood school area and extend the After School Child Care program to those areas.	1-2 yrs., Ongoing	To Be Determined	Asheville City School Board, Parks and Recreation Advisory Board, School and Parks & Recreation Staff as Appropriate	
Explore the possibility of joint planning of programs between the Asheville City Schools and the Asheville Parks and Recreation Department.	Ongoing	To Be Determined	Asheville City School Board, City Parks & Recreation Advisory Board, School and Parks & Recreation Department as Appropriate.	
Encourage the identification of retirees in the community to act as volunteer resources.	Ongoing		Area Volunteer Organizations	Policy
Encourage the coordination of existing programs and agencies to help meet community needs and utilize these retired persons.	Ongoing		Area Volunteer Organizations	Policy
Support the creation of the North Carolina Center for Creative Retirement to be built at UNCA enhancing economic development, cultural, and social opportunities.	1-2 yrs.		City Council, County Commissioners, State Legislature	Policy
Support the increased funding for the Irene Wortham Center to accommodate the highest number of severely handicapped children needing services.	Ongoing	Public/Private	Public/Private Sector	Policy
Encourage public/private involvement in funding additional school care centers for the physically and mentally handicapped.	Ongoing	Public/Private	Public/Private Sector	Policy
Support programs which would encourage daycare services to be provided by public and private employers.	Ongoing		Public/Private Sector	Policy

2010 ASHEVILLE CITY PLAN

HEALTH SERVICES	Time Frame	Funding Source	Primary Responsibility	Comments
Educate the community on health services availability, alternatives, and appropriate utilization.	Ongoing		Area Health Care Providers	Policy
Consider zoning changes to provide adequate land for health related development.	1-2 yrs.		City Planning Department, Planning & Zoning Commission, City Council	Policy
Ensure adequate transportation arteries exist to major health care providers and the availability of transportation services exists to high risk population groups.	Ongoing		City Planning Department, Transportation Advisory Committee, Transit Authority, Area Health Care Providers	Policy
Ensure coordinated EMS services are available to the community by implementing the Enhanced 911 emergency number.	1-2 yrs.		Buncombe County Commissioners Through Municipal Governments, Emergency Medical Services, City Police and Fire Department, Sheriff and County Volunteer Emergency Personnel, Area Health Care Providers	Policy
DOWNTOWN ASHEVILLE	Time Frame	Funding Source	Primary Responsibility	Comments
NOTE: Numerous organizations are involved in the implementation of the downtown chapter: City Downtown Development Department, Planning & Zoning Commission, Planning Department, Downtown Association, Historic Resources Commission, Chamber of Commerce, Merchants Association, Asheville-Buncombe Tourist Development Authority, Asheville-Buncombe Discovery, Quality Forward, Tree Commission, and the Buncombe County Commissioners. However, the Asheville City Council and the Asheville Downtown Commission will have primary responsibility for the implementation of the Downtown strategies.				
Establish a master plan for Downtown Asheville.	1-2 yrs., Ongoing		City Downtown Development Department, Downtown Commission	
Establish incentives encouraging residential development in the downtown area.	1-2 yrs.	To Be Determined	Downtown Commission, City Council	Policy
Continue to work with the General Service Administration to explore the possibilities of returning the street level of the Grove Arcade to retail use.	1-2 yrs.		Downtown Commission	Policy
Promote cultural/entertainment and recreational opportunities in the downtown.	Ongoing		Downtown Commission, City Council	Policy
Improve the visual appearance of the downtown.	Ongoing	Operating Budget, CIP, To Be Determined	Downtown Commission, City Council	
Maintain a comprehensive inventory of developable land and buildings in the downtown.	Ongoing		City Downtown Development Department	Policy
Encourage small business and minority development.	Ongoing		Downtown Commission, City Council	Policy
Recruit development teams that are sensitive to Downtown Asheville's unique sense of place in order to stimulate continued quality building, encouraging these development teams to create mixed-use projects.	Ongoing		Downtown Commission	Policy
Develop design review guidelines to provide urban design assistance in the downtown.	1-2 yrs.		Downtown Commission, City Council	Policy
Encourage the rehabilitation and reuse of existing structures in the downtown.	Ongoing		Downtown Commission, City Council	Policy
Encourage private fund-raising projects by the Preservation Society to establish a downtown property revolving fund.	Ongoing	Private	Downtown Commission	Policy

DOWNTOWN ASHEVILLE

	Time Frame	Funding Source	Primary Responsibility	Comments
Encourage the development of a loan pool by the private sector for small developers to fund projects from painting and facade improvements to major renovations.	Ongoing		Downtown Commission, City Council	Policy
Encourage the use of retail clinics for downtown merchants emphasizing publicity, signage, color, window merchandising, operating hours, programs, event coordination.	Ongoing		Downtown Commission, City Council	Policy
Establish continuity in the downtown by creating downtown destinations, attracting tourists to retail opportunities, cultural events, craft centers, festivals, entertainment locations.	Ongoing		Downtown Commission	Policy
Continue to support the creation of Pack Place Education, Arts and Science Center.	Ongoing	Public/Private	Downtown Commission, Pack Place Board of Directors, Private Sector	
Continue to support the development of the Y.M.I. and its program.	Ongoing	Public/Private	Downtown Commission, Pack Place Board of Directors, Private Sector, Y.M.I. Board of Directors	
Review current parking facility proposals and determine the impact on existing facilities and future land use planning downtown.	1-2 yrs.		Appropriate City Staff, Downtown Commission, City Council	Policy
Establish parking requirements for the downtown.	1-2 yrs.		Downtown Commission, City Council	Policy
Study the impact of the recommendations of the Parking Feasibility Study.	1-2 yrs.		Appropriate City Staff, Downtown Commission, City Council	Policy
Encourage downtown employees to park in outer parking areas to allow greater parking availability.	Ongoing		Private Sector, Downtown Commission, City Council	Policy
Provide for uniformity in parking management and regulations.	1-2 yrs.		City Council, City Public Works Department	Policy
Establish a graphic parking directory to assist with greater access to parking.	1-2 yrs.	To Be Determined	Appropriate City Staff, Downtown Commission, City Council	
Investigate traffic pattern improvements presented in the Urban Design Action Plan.	1-2 yrs.		Appropriate City Staff, Downtown Commission, City Council	Policy
Adopt a plan for pedestrian circulation downtown.	1-2 yrs.		City Public Works Department, City Downtown Development Department, City Planning Department	
Improve pedestrian safety through approved lighting and police foot patrol.	1-2 yrs., Ongoing	Operating Budget, To Be Determined	Appropriate City Staff, Downtown Commission, City Council	
Design and implement a comprehensive physical improvement package addressing street furnishings, benches, trash receptacles, lighting, signage, and paving.	1-2 yrs.	To Be Determined	Appropriate City Staff, Downtown Commission, City Council	
Create a comprehensive landscape design plan for Downtown with further development of tree plantings on access roads and key downtown streets.	1-2 yrs.	To Be Determined	Appropriate City Staff, Downtown Commission, Tree Commission, City Council	
Refurbish existing downtown parks and open space, and create new urban parks.	1-2 yrs.	CIP, To Be Determined	Appropriate City Staff, Downtown Commission, City Council	

2010 ASHEVILLE CITY PLAN

DOWNTOWN ASHEVILLE	Time Frame	Funding Source	Primary Responsibility	Comment
Create an attractive linkage of downtown open space and buildings with distinctive walls, sidewalks, paving, lighting, seating, and planting of trees and gardens.	Ongoing	Public/Private	Downtown Commission, City Council	
Implement strict code enforcement in instances where property owners are not maintaining the exterior of their building.	1-2 yrs., Ongoing		Planning & Zoning Commission, Downtown Commission	Policy
Work to create enabling legislation for tax increment financing.	Ongoing		City Council, County Commissioners, State Legislators	Policy
Encourage the State to locate offices in Downtown Asheville.	Ongoing		Downtown Commission, City Council, Appropriate State Officials	Policy
Help develop a tourist economy by encouraging more night life and opportunities.	Ongoing	Public/Private	Downtown Commission, City Council	
Develop year round visitor activities and sports.	Ongoing	Public/Private	Downtown Commission	
Support an endowment for the Community Arts Council and the Community Foundation of W.N.C.	Ongoing		Public/Private Sector	Policy
Provide incentives to both local and out of state developers to invest in the downtown.	Ongoing	To Be Determined	Private Sector, Downtown Commission	Policy
Maintain a storefront office for the City's Downtown Coordinator.	1-2 yrs.	Operating Budget	Downtown Commission	
HISTORIC PRESERVATION	Time Frame	Funding Source	Primary Responsibility	Comments
Support the expansion of the Preservation Society of Asheville and Buncombe County, and the Historic Resources Commission's celebration of National Preservation Week, known locally as "Heritage Week".	Ongoing		Public/Private Sector	Policy
Encourage the City and County School systems to further develop historic preservation programming.	Ongoing		Asheville-Buncombe Discovery, Historic Resources Commission, Downtown Commission, City Council	Policy
Support the continuation of Asheville-Buncombe Discovery's "Discovery Day for Children."	Ongoing		Downtown Commission, City Council	Policy
Promote the adaptive reuse of the City's valuable historic resources, both commercial and residential.	Ongoing	Operating Budget, To Be Determined	Appropriate City Staff, Downtown Commission, Historic Resources Commission, City Council	
Promote revolving funds and other preservation techniques for continued assistance to endangered properties throughout the community.	1-2 yrs., Ongoing		Appropriate City Staff, Downtown Commission, Historic Resources Commission, City Council	Policy
Encourage the establishment of a low-interest loan program through private sources for rehabilitation assistance to local property owners in designated local historic districts.	1-2 yrs., Ongoing	Private Funds	Historic Resources Commission, City Council	
Coordinate efforts of Historic Resources Commission with the Asheville-Buncombe Development Authority.	Ongoing		City Council, Historic Resources Commission, Tourism Development Authority.	Policy

ANNEXATION	Time Frame	Funding Source	Primary Responsibility	Comments
Annex into the City limits the areas shown on the Annexation Plan Map.	1-6 yrs.	Operating Budget, CIP, To Be Determined	City Council	Financial Plans Developed as Areas are Studied for Annexation.
EXTRATERRITORIAL JURISDICTION	Time Frame	Funding Source	Primary Responsibility	Comments
Extend the City's one mile extraterritorial jurisdiction in areas not currently regulated.	1-6 yrs.	Operating Budget, CIP, To Be Determined	City Planning Department, Planning & Zoning Commission, City Council, County Commissioners.	
Seek the approval of the Buncombe County Commissioners to extend the City's extraterritorial jurisdiction to three miles.	1-2 yrs.		City Planning Department, Planning & Zoning Commission, City Council	Policy
Clarify the applicability of City fire and safety codes to regulated areas.	Ongoing		City Planning Department	Policy
LAND USE	Time Frame	Funding Source	Primary Responsibility	Comments
Revise Zoning Ordinance and Zoning Map to reflect the Land Use Map and concepts contained within the 2010 Asheville City Plan (residential development; park and greenway planning; commercial and industrial development; accessibility of municipal services; transportation).	1-2 yrs.		City Planning Department, Planning & Zoning Commission, City Council	Policy, Ordinance Revision
Enforce and strengthen existing ordinances (Floodplain, Sedimentation Control, Ridge Protection, Sign Ordinance, etc.) and develop new ordinances to preserve environmentally sensitive areas.	Ongoing		City Planning Department, Planning & Zoning Commission, City Council	Policy, Ordinance Revision
Guide the growth and development in areas adjacent to existing City limits through orderly extraterritorial jurisdiction and annexation policies.	1-6 yrs., Ongoing	Operating Budget, CIP, To Be Determined	City Council	Policy
Utilize municipal service extension policies to guide quality development.	Ongoing	Operating Budget, CIP, To Be Determined	Appropriate City Staff, Planning & Zoning Commission, Asheville-Buncombe Water Authority, City Council	Policy
Evaluate and update the City's transportation policies based on land use plans.	Ongoing	To Be Determined	Appropriate City Staff, Transportation Advisory Committee, City Council	Policy

2010 ASHEVILLE CITY PLAN

During the "Alternatives for Asheville" planning process, six community meetings were held in June of 1985, throughout the City to solicit public comments. Over 1,200 citizens attended the meetings and numerous suggestions were recorded. This input provided invaluable insight into Asheville's future. The signatures of many of those in attendance were entered into a blank book entitled "2010 Asheville City Plan." In doing so, they and many others became authors of this plan.



THE planning of cities is an endless affair, cities have an almost endless existence. They have no three score and ten as a natural ending."

John Nolen
(1869-1937)

R. Frank Vukobratovich
Barbara Keller
Mike Evans
Dale
Mrs. Young
Galt Boland
Daniel A. Holt
John B. Wager
Philip & Margaret C. Neal
Robert P. Crowe
Mary E. Dair
H. S. Connell
Gertie Metten
Susan Metten
Mike & Bill Moody
Harp & Elizabeth
Dorothy Davis
Edward J. Goss
Mr. & Mrs. James Fife
Jimmy J. Parsey
Kenneth T. Mills
Dany Chelita
Jo Fucini
Charlie Faltus
Chris R. Cole
Robert Beckheim
Ruth Beckheim
Don E. Rance
J. D. Stewart
Mike Wheeler
Linda L. Chapman
Kenneth T. Mills
Tom Thrash

Edna K. Osborn

Bill Mull

Willard G. Hark

Joanne Walker Bowman
Zenobia Jones
K.W. Morgan Jr
Tom Smith
Rosa Friend
Majorie Lockwood
Chak W. Jones
Peggy Hissie
William A. Jones
Verna Scholok
Mary C. Holcombe
Rev & Mrs W. L. Lf
John & Virginia Schmitt
PETER ALBERICE
Joe L. Morgan
John & Jane Brookbush
David Jones Sr
Barbara D Jones
Helen L. Hume
Bonnie Kelly
Doug Gorman
Hugh Thomas
Robert L. Luff
J. Barton
Zim Holden
Jesse H. Ray
Grace H. Lest
Cecil Lest
Arnest A. Hamer
Dorothy B. Hamer
Les Brown
Andry T. Wisniewski
John Lisk
Lucille P. Burton
Bill B. Burton
Kous Alexander
Sandy Ryan
Ray & Katharine Milton
Jimmy Bradley
Emme Oromell
Alicia Price
Betty Martin
Carol G. Luffman

Ralph G. Beale
Jilly Brunin
Maddie R. Thomas
Pauline Kinney
Charlie Brown
SHIRLEY KAYNE
STEVE KAYNE
Bob L. Luff
Brida Smurnd
Randy Smith
Don L. Luff
Marion Luff
Bowie Luffman
R. L. Luff
L. Luff
Frank Schepis
Marilyn Schepis
Olive Murphy
Jane Manchester
Henry K. Luffman
PAUL LENTJES
Ken Fulford
Cem Lu
Max & Pat Haver
Bob Luff
David G. Luffman
Raymond J. Luffman
Edgar Luffman
Tom Byers
John J. Healy
Dick Davis
Ann Williams
Mary Johnson
Phyllis Luff
Boss Baird
Jawra Dea
Kaye Co. - Andrews
Charles Burnett
Chas. Luffman
Georgia Allen Buck
Minnie Jones
Harold Luffman
L. Luffman

McThomas
Mary Holland
Jack Luffman
Ray & Mark Krisher
Jerry Birdwell
Bryon Morris
Morris
Nancy Rule
Leath Rule
Jane P. Hildebrand
Carol Hynes
Christina Luffman
Jean Bremer
Eugene E. Milton
Melba Thompson
Sue M. Ramsey
David Luff
Sherman Luffman
J. Luff
Judith Stasbert
Camille Luffman
R. Luffman
L. Luffman
George R. Luffman
John Worley
Tara Martin
Elizabeth H. Parker
Scott Rogers
James Luffman
Frank Luffman
Fred Cairnes
Ruth Ackermann
Barbara A. Molloy
Nancy Luffman
L. Luffman
Emily W. Luffman
John E. Luffman
R. L. Luffman
Shirley Luffman
Joseph Luffman
Poree Buck

Phil L. Luff
Jennie Luff
Louise Luffman
Sister Joanne Luffman
Holt & Bob Barber
Betty Luff
Julia Luffman
Lus Luffman
Phil and Pat Smith
Sherry & Tom Luff
Martha C. Luff
Sara & Louis Bissette
Jasmin Luffman
Sherman & Clarice Luffman
J. L. Luffman
Vincent E. Luffman
Bill Luffman
Colleen Luffman
John & Jane Luffman
Minnie Luffman
Jeff Luffman
Cindy Luffman
W. Anderson Luff
Mike Luffman
Frank Luffman
Christine Luffman
Margaret Luffman
Marion Luffman
Wayne Luffman
Virginia Luffman
Earl Luffman
Marie Luffman
Hathleen Luffman
Lucile Luffman
Dorothy Luffman
Mary Luffman
L. Luffman
Jim Luffman
L. Luffman
Helen & Phil Luff
Heath Luffman
Ruth Luffman



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OCT. 2014



INTRODUCTION

The 2010 ASHEVILLE CITY PLAN is an official public document adopted by the Asheville City Council as a long-range advisory guide addressing the general social, economic, and physical development of the community over the next twenty-five years. The 2010 ASHEVILLE CITY PLAN is one of several components in the overall planning process for the City. It provides the framework for short and long-range planning, scheduling, ordinance development and budgeting.

This brochure is a summary of the five major components of the 2010 ASHEVILLE CITY PLAN and highlights goals, objectives and tools for implementation.

HOUSING

GOAL: A broad range of housing opportunities for all citizens in keeping with demographic changes, economic conditions and the availability of land.

Objectives:

- To provide a program of public-assisted housing which meets the needs not served by the private market
- To establish the location and density of housing in accordance with master plans and policies for provisions of:
 - municipal services; water, sewer, sidewalks, etc.
 - accessibility to business/service centers and,
 - terrain limitations; soil conditions, slope, etc.
- To revise the current Zoning Ordinance and other regulations to provide language and building controls for housing which are more responsive to economic and environmental factors
- To encourage infill housing which would promote development on vacant substandard lots and establish standards for conversion

Tools for Implementation:

- Develop a long-range plan for addressing special housing needs (i.e., low income housing, housing for the handicapped, etc.)
- Survey the City to identify appropriate infill opportunities
- Review and adopt current minimum lot size areas and allowable densities in residential zones to allow the use of smaller lot and higher density development (units per acre) where appropriate
- Consider the clustering of residential development in environmentally sensitive areas
- Survey the City to determine the most suitable sites for multi-family development.

ECONOMICS

GOAL: A healthy, vibrant, expanding economy capable of sustaining a growing population and providing a diversity of high-paying jobs.

Objectives:

- To maintain the quality of life and to create conditions conducive to attracting a diversity of new business and industrial development while retaining and expanding existing business and industry
- To increase the tax base of the City
- To expand and upgrade the community's infrastructure systems and services
- To provide a broad range of employment opportunities for youth, minorities and women

Tools for Implementation:

- Prepare a marketing strategy to entice new business and non-polluting industry
- Promote financial assistance (seed capital) for the development of new businesses through venture capital enterprises
- Adopt a long-range plan for annexation
- Study the creation of special tax districts for public improvements
- Routinely update status reports of infrastructure systems as an aid to developers and in defining those areas most conducive to development
- Encourage the establishment of a permanent source of funds to provide financing for economic development

TRANSPORTATION

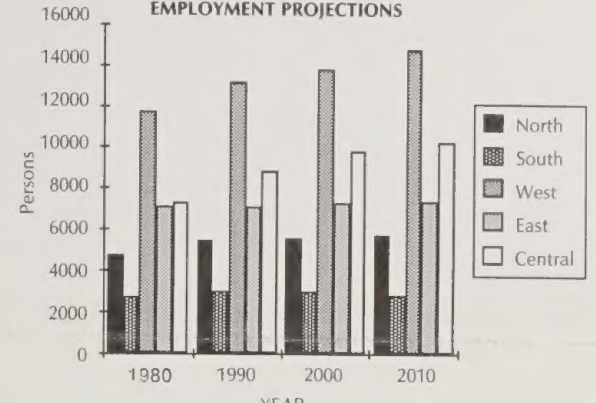
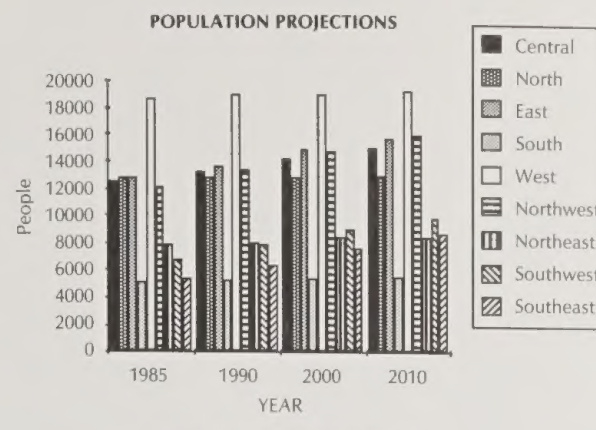
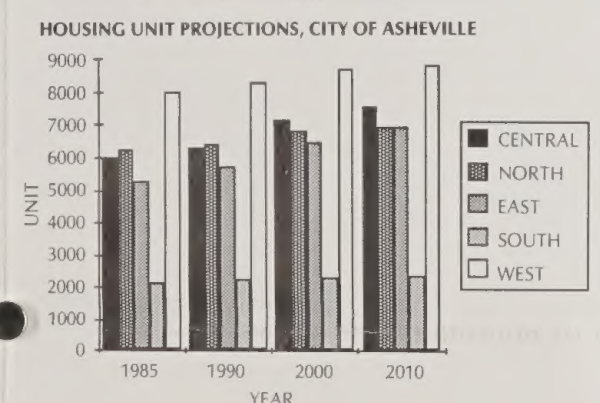
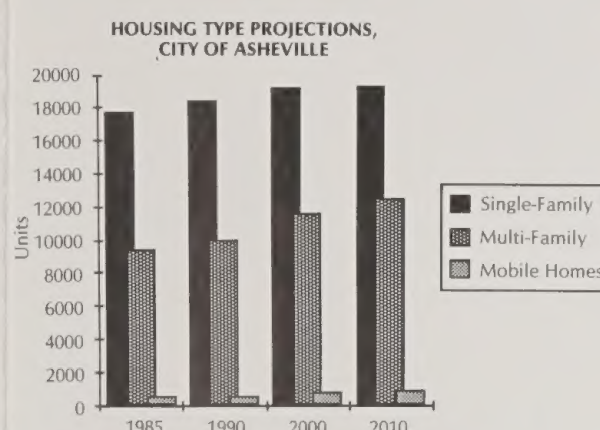
GOAL: Safe and efficient movement of people and goods throughout the City.

Objectives:

- To develop and encourage the efficient use of a multi-modal transportation system that provides an optimum level of service, choice, mobility, convenience and safety
- To improve the existing streets, intersections and traffic signalization and to prepare a maintenance program to preserve these improvements
- To provide an adequate, established bus route system throughout the City and attractive public transportation alternatives

Tools for Implementation:

- Reevaluate the Thoroughfare Plan, based on new and potential development, set new priorities and work toward implementation of the Plan
- Update and maintain a street inventory that reflects the condition and maintenance needs of local streets
- Continue to explore new ways of minimizing traffic signalization costs by the use of state-of-the-art signalization equipment.
- Utilize aggressive public transit marketing techniques, rider incentives and other strategies
- Using the Zoning and Subdivision Ordinances as tools for implementation, require that all new streets be constructed to meet the Basic Design Standards for City streets



RECREATION AND OPEN SPACE

GOAL: A comprehensive system of recreational facilities and programs and open space and park planning that will serve the needs of the community.

Objectives:

- To improve the City of Asheville's recreational system through the construction or acquisition of new facilities at appropriate locations
- To develop and provide recreation programs which will meet the needs of the entire community
- To promote a cooperative relationship between private, public and commercial recreation programs
- To identify needs for routine maintenance, rehabilitation and renovation of existing parks and recreation areas
- To establish a comprehensive linear system of greenways connecting existing and proposed open spaces with a bicycle route system and scenic drives
- To preserve Asheville's natural amenities and sensitive open space areas for present and future generations
- To develop new sources of revenues for the acquiring of greenway right-of-way and open space parcels
- To provide a comprehensive network of bikeways throughout the City connecting open space/parks to schools, area neighborhoods and scenic highways

Tools for Implementation:

- As the City limits expand, acquire the necessary land and develop neighborhood parks and/or community centers in those areas
- Improve recreation programs designed to serve the needs of special groups including the elderly and handicapped persons
- Identify those recreational areas within the City which are in need of rehabilitation and develop specific plans to meet these needs or replace facilities where rehabilitation is not possible
- Continuously evaluate the need for new facilities at existing recreational sites to address improved facility provision at each site
- Assign responsibilities of providing direction towards the adoption of a Greenway map and plan to the City's Tree/Greenway Commission
- Identify major traffic corridors for establishment as boulevards, parkways and/or scenic drives
- Develop a composite suitability map of the City; listing criteria for assessing sites of reservation and/or protection as open spaces

UTILITIES

GOAL: High quality water, sewer and stormwater systems which will meet the present and future needs of the residents and businesses in the City.

Objectives:

- To pursue the development of the French Broad River water supply source
- To upgrade the City's water distribution and fire protection system
- To provide for accurate and comprehensive mapping of the City's infrastructure
- To provide a phased program whereby the Asheville-Buncombe Water System will be expanded to provide water service to unserved areas
- To provide a phased, prioritized program whereby the sewer system will be rehabilitated and/or upgraded to eliminate unsanitary conditions and rehabilitation and/or upgraded in those areas with potential for growth
- To actively pursue the implementation of the Comprehensive Stormwater Control Plan as developed by the Land-of-Sky Regional Council and City Water, Sewer and Engineering Department

Tools for Implementation:

- Construct the French Broad River Treatment Plant and develop a water supply protection plan to protect the operation of the plant
- Eliminate system deficiencies caused by fragmentation and provide the capability for expansion of the existing water system into unserved areas
- Develop standards for fire protection water supply in new developments and subdivisions
- Pursue the purchase of a computerized topographic/infrastructure mapping program for the City
- Inventory and document the existing physical stormwater drainage system for the City

LAND USE

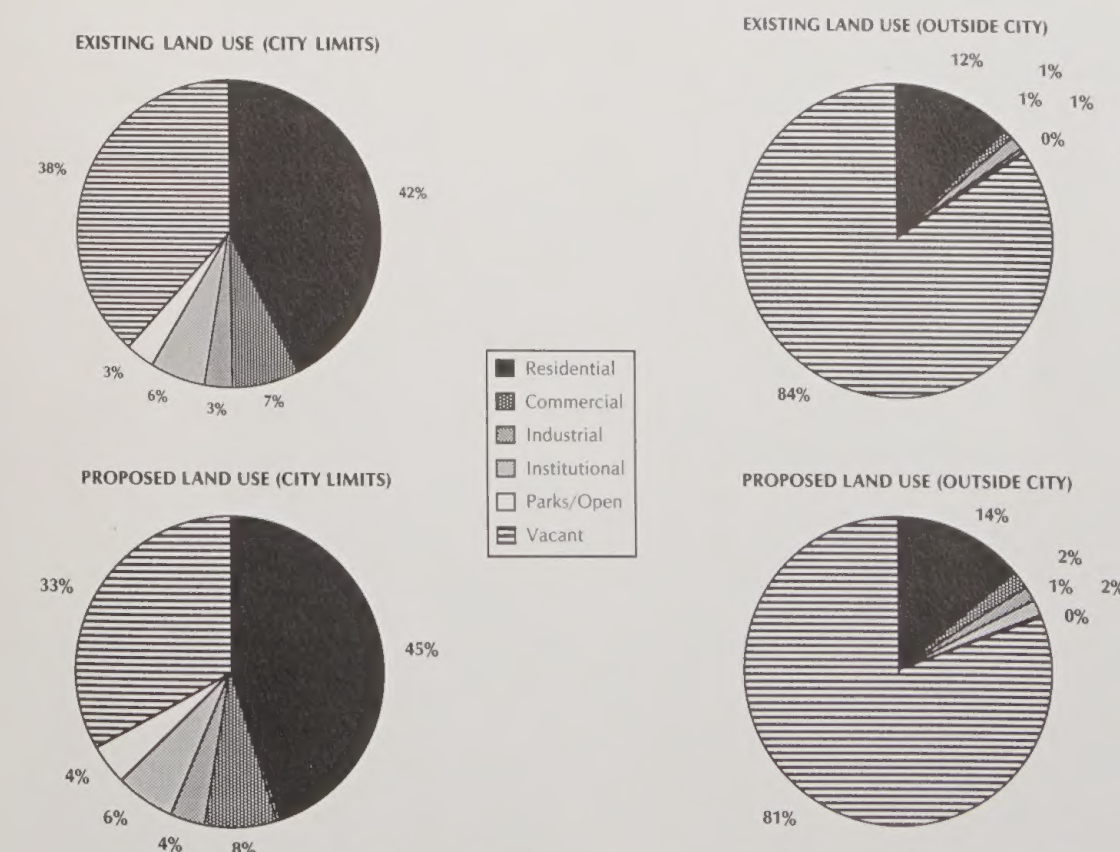
GOAL: Orderly growth and development promoting: Downtown Asheville as the service, retail, and cultural center of Western North Carolina; the enhancement and protection of our natural environment and; the distinct quality of Asheville's residential life.

Objectives:

- To bring about the emergence of Downtown Asheville through mixed-use development to include: high density residential living, improved public amenities, expanded commercial, cultural, and office development
- To structure commercial/service centers, aimed at serving retail, medical and business needs while supporting residential neighborhoods; thereby limiting strip development
- To provide a hierarchy consisting of low, medium and high density residential development; providing a variety of housing opportunities for all segments of the population
- To provide expansion and strengthening of the City's office and institutional uses, i.e., educational institutions, medical facilities, governmental and financial uses
- To promote non-polluting industrial activity in designated industrial areas while reducing those uses along our rivers to allow for mixed use development and recreational opportunities
- To create a coordinated network of greenways, boulevards and linear parks utilizing and protecting the City's rivers, lakes and flood-prone areas

Tools for Implementation:

- Revise the Zoning Ordinance and Map to reflect the land use map and concepts contained within the 2010 ASHEVILLE CITY PLAN (residential development, park and greenway expansion, commercial, institutional and industrial expansion, accessibility of municipal services and transportation planning)
- Enforce and strengthen existing ordinances (floodplain, sedimentation control, ridge protection, sign ordinance) and develop new ordinances to preserve environmentally sensitive areas
- Guide the growth and development in areas adjacent to existing City limits through orderly extrajurisdictional jurisdiction and annexation policies
- Utilize municipal service extension policies to ensure quality development
- Evaluate and update the City's transportation policies based on land use plans





LEGEND

- Low Density Residential
- Medium Density Residential
- Commercial
- Mixed-Use
- Institutional
- Industrial
- Parks/Open Space



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APPROXIMATE SCALE IN MILES

